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JUNE 18, 1955

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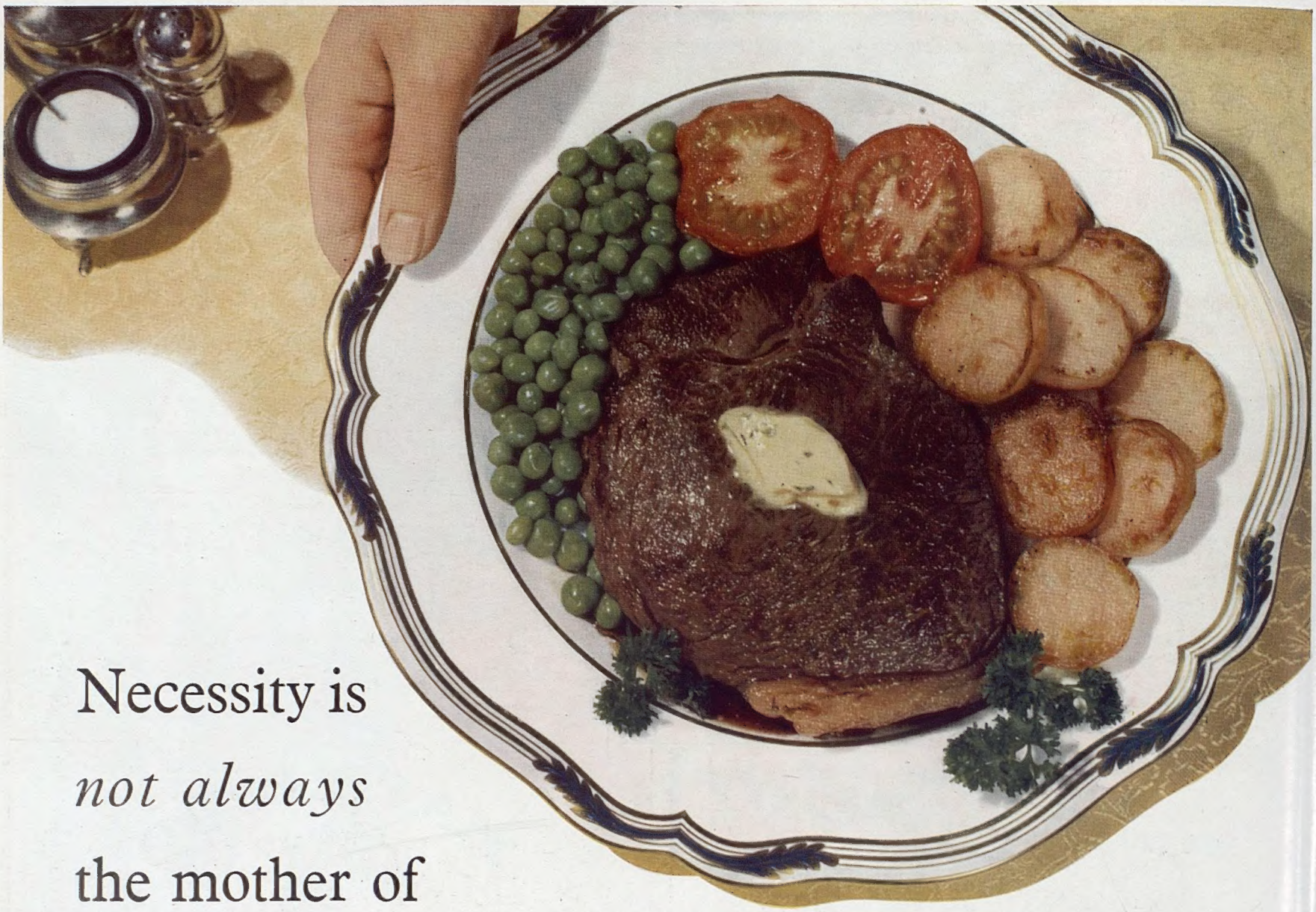

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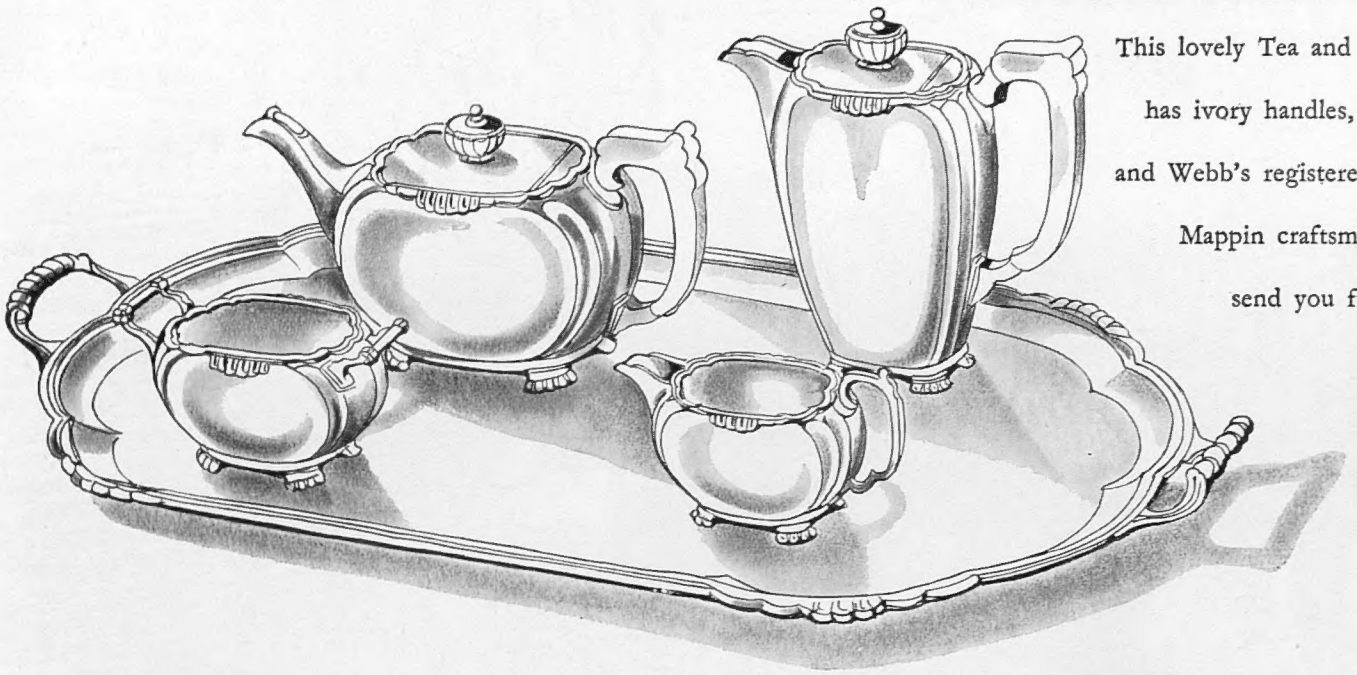

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Volume CCXXI No. 2888

The SPHERE, London, June 18, 1955

The SPHERE

with which is incorporated THE GRAPHIC

THE MASSACRE AT LE MANS—THE WRECKAGE OF THE MERCEDES IS BLAZING AFTER IT HAD LEAPT FROM THE TRACK AMONG THE SPECTATORS: Then it had rebounded to the parapet in the ghastly tragedy during the twenty-four hours' race at Le Mans last Saturday. First reports put the killed at seventy-nine, including the driver, Pierre Levegh, and two Britons. But the death-roll mounted on following days. The number of injured was first given as seventy-seven.

At four o'clock last Saturday afternoon, a vast crowd was watching enthralled as the motor-racing aces of Europe flashed round the Le Mans course in the twenty-four hours' race. Several times lap records had been broken. Every eye was on the cars screaming towards the pit area when the fifty-year-old veteran Frenchman, Pierre Levegh, in a Mercedes-Benz, hit the rear of Lance Macklin's Austin-Healey. The Mercedes, travelling at about 150 m.p.h., overturned, flew through the air into the thickly-packed enclosure, somersaulted among the spectators and rebounded on to the parapet, bursting into flames. A cascade of fire and sparks shot upwards and the engine and other parts were hurled into the enclosure again. The scene was described by many eye-witnesses as "like a battlefield," covered everywhere with blood and with bodies torn by metal or scorched by flames and blazing petrol. Levegh was killed but Macklin uninjured. This disaster, involving spectators, was the worst of its kind in the annals of motor-racing. Nevertheless, the race was continued and eventually won by Mike Hawthorn in a Jaguar. (Further pictures on page 456.)

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PERSONALITIES IN LONDON

A FORMER AMERICAN AMBASSADOR RETURNS TO ENGLAND FOR A HOLIDAY : Mr. Lewis Douglas is seen with his wife and daughter Sharman, on arrival at Southampton in the Cunard liner *Queen Elizabeth*. They have arranged to stay in England for two months and have taken a house in Mayfair until August. Mr. Douglas, who has brought several fishing rods, is expected to fish the River Test, in Hampshire. It was while fishing this river six years ago that he injured his eye.

AN AIRPORT GREETING FOR THE MAYOR OF NEW YORK : Mr. Robert F. Wagner and his wife are welcomed at London Airport by the Lord Mayor of London, Sir Seymour Howard, at the start of their five-day visit to Britain. During their stay here the Mayor and Mrs. Wagner fulfilled many engagements. They visited the Queen Mother at Clarence House ; attended a reception at Guildhall and were entertained to luncheon by the L.C.C. at County Hall. Mr. Wagner, who is New York's youngest mayor, also attended the opening of Parliament.

THE VISIT OF THE PRIME MINISTER OF SIAM : Marshal Pibulsonggram arrives in London for a six-day goodwill visit at the invitation of the British Government. Walking with him from the plane at London Airport is his wife, Tan Poo-ying La-iad. He was also accompanied to this country by his Deputy Foreign Minister. Among the Premier's engagements was a luncheon party at Buckingham Palace. This was followed by a visit to the Royal Tournament at Earls Court. Marshal Pibulsonggram also visited Sir Anthony Eden and Mr. Harold Macmillan.

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A London Newsletter

195–198, STRAND, W.C.2.

Premier's Broadcast.—When the Premier broadcast to the nation at the end of the first week of the fatal strike, I think his tactful discourse must have struck a chill into more hearts than mine. There was nothing tepid in his painting of the fearful consequences to all of us. He made it clear that *every hour counts*. He made it equally clear that in this crisis he and his colleagues must be wary of using the powers they possess beyond a point, the point of keeping going a trickle of immediately essential services. The nation's life-blood must ebb away until the unions and the strikers come to terms with the nation and themselves. If the nation feels that this nettle, which has been poisoning our growth so long, must now be firmly grasped, I can think of no more compelling mandate which it has given to the new Government. But we ask for something beyond a Government's power to-day. The strikes are not over as I write. But assume they collapse or peter out before these lines are printed, what credit can the Government take for banking on sweet reasonableness by those concerned directly in the disaster ? They might collapse, they might peter out, they might be called off by the abandonment of the principle " No talks while the men are out." It will be but one more compromised settlement in an endless chain of incidents. The nation demanded a show-down, since every hour counts desperately (in the Premier's grave and reasoned opinion), and all it got was an assurance that he will not hesitate to use his reserved powers if and when it becomes necessary. If it was not necessary on June 6, then his prophecies of doom were exaggeration. They were no exaggeration. It is we who exaggerated a modern Government's power to control a juggernaut. I have in the past weeks heard and read a hundred explanations and solutions by pundits. The sum of them is as muddled and confused as my own random reflections which follow. I submit them for the reason that no other topic has held our interest for a fortnight.

A Comparison With 1939.—I remember very clearly the lovely autumn days when the Second World War in our time broke out. I remember as clearly the feelings of futility and despair which we endured and tried to conceal as we waited on our village greens for the arrival of the evacuees from London and Portsmouth. Was it, we wondered, the end of our civilisation ? Had all the ingenuity, courage and hope of mankind to build a better, happier, safer world come to this point that all over Europe millions of children and innocent people, devoid of hatred, deprived of self-expression, must leave their homes and fly from mass destruction ? No doubt, we blamed the world's statesmen and leaders, and saw ourselves —the common man—as the victims of a great failure in leadership or of a long struggle for temporal power. The beauty of the countryside and the lovely weather sharpened our bitterness and gave us a sense of disillusion which has never yet left us. The same contrast between natural peace and perfection and the ugliness and futility of some of the works of man must have struck many of us in these last days of ideal English summer (for which we had so long waited), when we began to realise the implications of the railway and dock strikes. The same sense of futility and despair once more accentuate our never-lost sense of disillusion. Still as in 1939, we ask whether our civilisation has come towards its end. For in 1955 also the resort to war and the abandonment of conciliation reveal how little progress we have made since the first bitter lessons which ended in 1815. Sometimes we are encouraged to believe that all the efforts in the international field since 1945 are bringing us a step nearer the abandonment of force, though still the problem seems well-nigh insoluble. More insoluble, more remote, seems any way out of the present domestic problem of our industrial relations. Why is this ?

The Reason Why.—This problem was in the forefront of our minds during the late elections. We found that neither party, which sought to govern us, *dared even to mention it*. It was too dangerous, too ticklish. We were justified in assuming that the leaders on either side had to confess that no solution existed in the hands of a British Government. Since the Election, as the strikes with all their fearful and grievous consequences multiplied, pundits of every kind, experts in every field, have tried to " clarify " the issue. Not one has even suggested a quick solution. No man put the history and provenance of the present dispute more lucidly than Lord Samuel, but he, too, ended just where we hoped for enlightenment. He had no solution but a fight to the end. No one dare question the worker's sacred right to withhold his labour. No one underrates the vital importance in a free democracy of the right to the " rate for the job," differentials. If a Government sought to question, let alone to tamper with, these freedoms, its life would be numbered in days. Is it for the T.U.C. to put its house in order ? It is at war in its own ranks. For eighty years it has preached to its members the sacredness of these rights, the absolute need for fighting for them, and in doing so has built up an organisation so powerful that it is an estate of the realm and the most powerful in the State. It can bring the country to its knees, it can block the nation's main artery in a matter of hours. Its effects are swift and all-embracing, in matters great and small. If a body of footplatemen strike, you cannot change a small library book by post any more than you can move a consignment of pig-iron . . . but the machine is a robot and is out of the control of those who built it. The T.U.C. is with the Government (any shade of Government) in efforts to bring it under control, but these two are quite powerless alone to bring that about. No organisation of men can do the work it set out to do without discipline and sanctions, the rule of law and a sense of responsibility to the nation it belongs to.

Analogy of the Second Pilot.—When a very important person, or a large number of passengers, set off on a long journey by air, every precaution is taken, and a second pilot is provided in case the pilot in charge should tire or suffer from illness. It is a wise precaution. Our country is a V.I.P. It is odd that we provide no second pilot for emergency : 2,000, 20,000 men—the figure is so small a ratio of the population as to be unimportant—have it in their power, by leaving their controls at any time, to bring the nation's life and trade to a standstill at the shortest notice. There is no crew to take their place. There is no machinery to enforce their return to duty. If a reserve " crew " were kept at the disposal of the Government and ordered in, all work in all industries would cease. So powerful and so close-knit in loyalty are the workers in industry, so juggernaut a robot has this estate of the realm become. The particular handful of men who (unlike the Government, which can be replaced if it fail) are irreplaceable must surely be key men of the first importance and, as such, should be paid a Cabinet Minister's salary as a reward for the practice of responsibility, as a testimony to the importance of their job, as compensation for surrendering their constitutional right to withhold their labour. Since, apparently, they are irreplaceable, why don't we pay them on that scale and be done with it ? The answer is simple enough : That would lead immediately to a vicious spiral on astronomical lines. The higher grades of every other industry, hardly less vital would strike for the same scales.

Warning Notes.—Is it then to be wondered at, if you and I are back in memory to the bitter reflections and the disillusion of 1939 and ask ourselves who will show us any good or what we can hope from leadership to preserve our complicated civilisation from collapse ? We saved ourselves in 1940 by loyally accepting a one-man leadership and severe controls which in peace-time would be impossible. But a long-term solution is no longer of any use. Within a month, our economy must have suffered a staggering blow ; soon enough we shall be back to 1950, on the verge of bankruptcy. The robot

CHRISTIE'S FIRST EVENING SALE IN TWO CENTURIES

THE COUNTESS OF HAREWOOD IS THE GUEST OF HONOUR AT AN ART AUCTION IN AID OF SAVE THE CHILDREN FUND AND YOUTH ALIYAH : She is seen examining a piece of jewellery during the sale conducted by Sir Alec Martin. There were 150 items (furniture, porcelain, pictures, jewellery and silver) on sale. Among the donors was Lady Mountbatten, President of the Sale, who gave an early seventeenth-century Norwegian silver tankard. It was the first evening sale at Christie's since their foundation in 1760.

is out of control. It does not help that the strikers are worthy men, with ideals as fine as yours and a sense of grievance very real to them and acknowledged by many interests that most deplore the strike. The weapon of the strike is the same weapon as the weapon of war. It has been preached and practised to make the unions the powerful estate they are, and now it has got out of control. There is no solution that can save us except the sweet will of the robot co-operating with the Government and the T.U.C. Some day, and probably too late, those who use the weapon will discover that it has pierced their own breasts. The warning notes sound on all sides. The whole situation of our nation has changed since the wars and few of our institutions now fit a community grown to 50,000,000 souls, who must be fed and earn their keep. The roads don't fit, the accommodation is inadequate, our industrial methods and policy are antiquated. When we had to combat starvation from U-boats and safeguard our people from enemy attack, we acted vigorously. The menace of starvation and foreign competition is just as real to-day and needs measures as strong and even revolutionary.

Labour Post-Mortem.—When anybody dies in suspicious circumstances a post-mortem is prescribed. But the body must be quite dead. I don't think "Socialist post-mortem" is the *mot juste* for the Labour Party's investigation into its failure at the General Election. *The Times* recognised that, when its leader writer told them where they had been at fault and how to put things right, and I am sure they were grateful for advice from Olympus. No, the Labour Party is by no means dead, and I am not sure that it will be wise to hand itself over to Medea's kettle, to emerge in due course a young ram; or altogether to forsake the counsel of the old men. Dr. Dalton may be wise to offer himself as a sacrifice and example, but if the new Shadow Cabinet-making policy involves the liquidation of all members now of sixty-five years old and upward and likely to be septuagenarians or even octogenarians before a chance of power offers, what is left to rebuild a powerful united party and policy? What is left to win the adherence of all its Right-Wing members and the confidence of the electorate as a whole. Out would go Attlee, Dalton, Morrison, Whiteley, Shinwell, Glenvil Hall, Chuter Ede, Noel Baker. Gaitskell, Wilson, Callaghan, Soskice (when he finds a seat), Summerskill, Robens, Bevan and Co. would become the elder statesmen of the Cabinet, with Brown, Gordon Walker and Stanley Evans recruited. I wonder whether for a year or two (vital years of reconstruction) the new governing body would be stronger, more united, more inspiring of confidence within and outside the Party. But it is their affair. They ask no help from outside, and may well consider outside interference impudent. But a Shadow Cabinet is regarded as a *good thing* among nations which do not enjoy it, and to some extent this "post-mortem" *is* everybody's business.

Fair Shares for All.—But whether Labour's Shadow Cabinet should be made up of old heads or young shoulders or young heads on old, something must be done to remove a vulgar notion now prevalent that Socialist policy on "nationalisation of the means of production and supply" was the emanation of bone-heads on all shoulders. For nationalisation doesn't look as good to-day as when years ago it was released as bait from the soap-boxes. Moreover, the present Shadow Cabinet were young heads when they put the bait out without troubling to mix it efficiently. As far as I recollect, nationalisation was to give the public more economical and more efficient services. To-day we are importing from abroad more coal than ever before, and a ton of fuel for cooking costs me £10 17s. 6d., when I can get it in driblets. And the railways are teaching us the charm of walking and the incredible advantages financially of the lorry over the railway-wagon as a means of transport. Their young heads never considered that nationalisation implied a contract between two parties, that there might be a useful parallel in industrial nationalisation with an army, navy or police force. If a Government undertakes to protect its people from foreign aggression or from the forces of lawlessness at home, it takes measures to ensure that the soldiers, sailors and policemen are there when they are wanted. In the nationalisation of industry no such precaution was considered necessary. *Noblesse oblige*, trust the workers! Birth might carry responsibility, but not honest labour. The young leaders of twenty years ago are old men to-day, and if they do not decide to leave Socialist policy to another batch of young heads or bone-heads, they must surely realise that to furbish up the old bait to be attractive again, they must write into the contract "fairer shares for all." So far, the milkers have skimmed all the cream. The public has shivered and walked and paid.

THE OLD STAGER

IN NEXT WEEK'S ISSUE

UFFA FOX COMMENTS ON SAILING IN JUNE AND JULY

illustrated with photographs and a special "Sphere" painting by MONTAGUE DAWSON

THREE NEW NATURE RESERVES DECLARED IN WALES

THE SLOPES OF CADER IDRIS FORM ONE OF THREE NEW WELSH NATURE RESERVES DECLARED BY THE NATURE CONSERVANCY: This view shows Tal-y-Llyn Lake, Merionethshire, from the east, with the lower slopes of Cader Idris to the right. The mountain is of classic geological importance in the south of the Snowdonia National Park.

Earlier this month the Nature Conservancy declared three new Nature Reserves in Wales. They are: Cader Idris Nature Reserve, Merionethshire, four miles south-west of Dolgelly; Cors Tregaron Nature Reserve, Cardiganshire, twelve miles south-east of Aberystwyth; and Newborough Warren and Ynys Llanddwyn Nature Reserve, Anglesey, six miles west of Caernarvon. The first of these three, part of which is seen in this picture, covers 969 acres and includes the Pen-y-Gader (2,927 ft.) and the lake, Llyn Cau, which lies about 1,300 ft. below in the bowl of the glaciated upland valley. This can be approached by a path which leaves the road about a mile from the head of Tal-y-Llyn lake. The name Cader Idris means the Chair or Seat of Arthur.

Cader Idris is one of the most southern areas in Britain where plants characteristic of the arctic-alpine flora are found, such as Welsh Poppy, Mountain Sorrel, Rose-root and rare species of saxifrage, willow and ferns. In its programme of research in the new Nature Reserve the Conservancy plans to include work on the inter-relation of vegetation and soils, and the effect of grazing on some of the important plant communities. The declaration of the Reserve has been made possible by the owners of the land, Idris Ltd., with the help of several other organisations and neighbouring landowners. Eventually the Reserve will be much larger.

ALL SMILES ON THE FIRST DAY AT WESTMINSTER

SOME OF THE WOMEN M.P.s IN THE NEW PARLIAMENT ARE SEEN ON THE TERRACE AT WESTMINSTER WHEN THEY ASSEMBLED FOR THE FIRST SESSION: From left to right are: Miss J. Lee (Labour, Cannock); Miss A. Bacon (Labour, Leeds S.E.); Mrs. E. Braddock (Labour, Liverpool Exchange); Miss E. Pitt (Conservative, Edgbaston); Lady Tweedsmuir (Conservative, Aberdeen S.); Mrs. B. Castle (Labour, Blackburn); Mrs. J. Butler (Labour, Wood Green); Miss M. Herbison (Labour, Lanarkshire N.); Miss J. Vickers (Conservative, Devonport); Mrs. H. Slater (Labour, Stoke-on-Trent N.); Mrs. T. Emmet (Conservative, E. Grinstead); and Miss E. Burton (Labour, Coventry S.). There are twenty-four women M.P.s in the new House of Commons compared with twenty-one at the end of the last Parliament. Nine of them are Conservatives and fourteen are Labour. There is also one Ulster Unionist, Mrs. P. McLaughlin, who won Belfast, West, from Irish Labour, with a majority of 18,141; in 1951 the Irish Labour majority was twenty-five. Another outstanding gain by a Conservative and National Liberal member was Miss Joan Vickers' victory over Mr. Michael Foot at Devonport.

PERSONALITIES AND EVENTS

NEWS FROM NORTH AFRICA AND THE CONTINENT, AND FROM LANCASHIRE AND LONDON

On left—

THE TROUBLES IN NORTH AFRICA—THE SULTAN OF MOROCCO CONSULTS WITH THE FRENCH AUTHORITIES : The Sultan, Sidi Muhammed Moulay ben Arafa, wearing dark glasses, is seen on his arrival on board the French cruiser *Georges Leygues* in the harbour at Casablanca. Immediately to his right is General Lacoste, and between them the Pasha of Marrakesh, El Glaoui ; and at the extreme right, Admiral Barjot. The Sultan, who has been out of the limelight for the past nine months, specially made the journey to Casablanca from Rabat, at the end of this month. The presence of El Glaoui indicates that the talks were of more than routine importance, and probably concerned the recent outbreaks of terrorism in Morocco. Coinciding with the signing of the Tunisian Home Rule agreement this month, outbreaks of violence produced a threatening situation in Morocco. In a week thirteen people were killed and twenty-six injured in bomb outrages and shooting incidents in Casablanca. Though the scale of the terrorism was not as great as in Algeria, where a division of French infantry was sent, the situation in Morocco is no less dangerous, for terrorism is not confined to Nationalism. Strong tribal and religious influences are known to be working for the restoration of the deposed Sultan, Sidi Muhammed ben Youssef, now in exile.

RUSSIA PAYS A WAR DEBT IN GOLD : Part of the convoy of 500 Persian Army vehicles which escorted 6 tons of gold from the Russian border to Teheran is seen at Mianeh on its way to the Persian capital. The gold was the first part of a consignment of 11 tons which was handed over to the Bank Melli of Persia by the Soviet Government in payment of Persia's claims against Russia for the use of her railways and for Red Army expenditure during the last war.

GOLD THROUGH THE IRON CURTAIN : Russian labourers hand one of the boxes of gold to Persian troops. In addition to the 11 tons of gold, Russia has agreed to pay Persia over £3,000,000 in goods.

THE BURMESE PREMIER AND HIS WIFE FIND MADE-TO-MEASURE COSTUMES IN SERBIA : *On left*—U Nu tries on a Serbian vest, commonly worn as Yugoslav national costume during a visit to the fort of Smederve. *On right*—The Burmese Prime Minister's wife, Daw Mya Yi, seems pleased with an embroidered summer jacket, such as is worn by Serbian peasant women. U Nu and his wife were visiting Serbia during their tour of Yugoslavia. They are now in Britain on an official visit until June 23.

A HOLIDAY STEAMER IN COLLISION AT FLEETWOOD: The steamer *Mona's Isle* being docked, having been refloated after running aground on a sandbank. Earlier, the steamer had collided with a fishing boat, one of whose crew was killed.

On left—
A HAPPY DAY FOR THREE NEW BISHOPS: On the steps of St. Paul's Cathedral with the Archbishop of Canterbury, after being consecrated by him, are, left, the Rev. J. K. Russell, Assistant Bishop to the Bishop of the Upper Nile, and Canon R. W. Stopford, Bishop of Fulham; and, right, the Rev. E. B. Henderson, Bishop of Tewkesbury.

On right—
AT THE O.E.E.C. MEETING IN PARIS: Mr. R. A. Butler (right), the Chancellor of the Exchequer, with Dr. Leopold Figl, the Austrian Foreign Minister.

DR. ROGER BANNISTER MARRIES: The great British athlete and his bride sign the register after the marriage ceremony in the Predigerkirche, in Basle. Looking on are the Rev. R. Bernard Grey, British chaplain in Basle, and Dr. Bannister's mother. Dr. Bannister married Miss Moyra Jacobsson. His best man was Mr. Chris Brasher, one of the athletes who helped him to become the first man to run a mile in under four minutes in the historic race at Oxford last year.

KING HUSSEIN AND QUEEN DINA DURING THEIR HONEYMOON VISIT TO SPAIN: The King of Jordan, extreme right, who was married in April, leans forward eagerly to talk to General Franco, left, at the Prado Palace in Madrid. In the centre are Queen Dina, left, and Señora Carmen Franco. The young King and Queen were spending eleven days in Spain as part of their extensive honeymoon trip. General Franco was at Madrid Airport to say farewell to them, when the King piloted his own aircraft on the journey to Seville. King Hussein and Queen Dina are now in this country on a week's official visit.

FLAMES AND SMOKE ENVELOP THE SWEDISH OIL TANKER "JOHANNISHUS": The two 10,788-ton vessel twenty miles off Margate, in the English Channel. The fire Many of those on board the *Johannishus* leapt into the blazing water rescue and the remaining eighteen of the ship's company were lost. The captain

SHIP ABLAZE IN THE CHANNEL

Many Lives are Lost when a Collision Transforms a Petrol Ship into a Flaming, Floating Inferno

An hour before dawn on Thursday of last week, the English coast round Margate was lit up by the flames of what appeared to be a gigantic inferno leaping to the sky some twenty miles offshore. Ships of many nations passing through the Channel and lifeboats from English ports rushed to the scene. They found the monstrous funeral pyre of the Swedish oil tanker *Johannishus*. She had collided with the Panamanian freighter *Buccaneer*, and immediately burst into flames. Of the forty-two people on board, many had leapt into the sea. Twenty-three were rescued and eventually landed at Dover or Margate. Another died from burns after being picked up. The remainder were feared to have perished in the blazing ocean or in the flames

ictures on these pages show how the flames swept mercilessly through the arted after a collision, at 2.30 a.m., with the Panamanian freighter *Buccaneer*. wenty-three, including a woman, were rescued. One man died of burns after alter Olsson, was reported to have last been surrounded by flames in his ship.

he ship. The coxswain of the Ramsgate lifeboat, Mr. Arthur Verrion, described the ghastly spectacle on reaching the scene of the disaster. Surrounded by a blazing sea, the tanker was afire from stem to stern. "Nothing in the world," he declared, "could have lived in her." After dawn, aircraft joined the lifeboat and other ships in searching for several miles round the wreck. All they saw were a couple of empty lifebelts. Two of those rescued were Mr. Stig Svensson, the first engineer, and his wife. Mrs. Svensson was making her first voyage with her husband since they were married five years ago. She was picked up after two hours in the water. The *Buccaneer* also caught fire, but her crew were able to quell the flames, and she proceeded to Rotterdam.

DEATH AND DISASTER AT LE MANS TRACK

Pictures from the Twenty-four Hours Race of the Accident Unparalleled in Motor-racing History

THE CAUSE OF THE TRAGEDY : The Mercedes lies gutted on the parapet on to which it has rebounded after leaping off the track and somersaulting among the spectators. The engine and other parts shot like molten fragmentations from giant artillery shells back into the crowd. Blazing petrol added to the death-roll.

A FEW MOMENTS AFTER THE DISASTER : Police, priests and other rescuers tend the dead, comfort the dying and aid the injured. Flames still smoulder from the wreck of the car and near it on the parapet. Along the track cars are racing unaware of the extent of the catastrophe.

THE FUNERAL PYRE : Above the crowd smoke billows from the blazing Mercedes, of which the driver was killed. The total death-roll was expected to be over eighty, with injured nearly the same figure.

On right—

THE START OF THE RACE : Some of the finest racing drivers in Europe are setting out in brilliant sunshine on the Le Mans track, on what was to prove a day of tragedy.

THE RACE GOES ON : The pits on the Le Mans track are lit on the night after the disaster, for the race continued. Many of the spectators on the far side of the course from the scene of the Mercedes' crash were unaware of what had happened on the Saturday afternoon until early on Sunday morning.

THE WINNER : Mike Hawthorn crosses the line to win this year's twenty-four-hour race at Le Mans in a Jaguar at a record speed. The remaining two cars of the Mercedes team were withdrawn from the race on instructions from their factory at Stuttgart seven hours after the crash. On the Sunday morning the Mass, traditionally celebrated by the track, was attended by thousands. Services were said in French, English and German. The Le Mans catastrophe is the worst recorded of its kind. The previous highest total of casualties from a European racing track accident was thirteen killed and twenty-seven injured in 1952, at Weyberg, in the Rhineland, when a car left the track.

POLITICIANS IN ACTION

Mr. Nehru's Arrival in Moscow; Dr. Adenauer's Cabinet Changes; Ratification of the Austrian Treaty

On left—

A MOSCOW WELCOME FOR MR. NEHRU: The Indian Prime Minister, sitting alongside the Soviet Premier, Marshal Bulganin, in an open car, passes under a banner across a Moscow street welcoming him in Russian and Hindi. Mr. Nehru received an enthusiastic welcome from the citizens of Moscow when he drove from the airport at the beginning of his fortnight's stay in Russia as the guest of the Government. Although the early part of his visit was mainly taken up with sightseeing and paying formal calls, Mr. Nehru did not neglect important political discussions. The day after his arrival he spent an hour with Mr. Molotov at the Foreign Office and ninety minutes with Marshal Bulganin at the Kremlin. On the second day he attended a five-hour banquet in his honour. Mr. Malenkov, the former Prime Minister, was present at this event.

FLOWERS AND SALUTES: Mr. Nehru and Marshal Bulganin, the Soviet Premier, stand to attention during the playing of the Indian and Soviet National Anthems on the Indian Prime Minister's arrival at Moscow Airport in a Soviet Ilyushin air liner from Prague. Mr. Nehru's party included his daughter, Mrs. Indire Gandhi.

THE MIGHTY OF THE KREMLIN LISTEN TO MR. NEHRU: Standing by as the Indian Prime Minister spoke were Marshal Bulganin, immediately to his right, and, in the front row, at left, Marshal Zhukov, Defence Minister; Mr. Malenkov, now Minister for Power Stations; the Foreign Minister, Mr. Molotov; and Mr. Mikoyan, a Deputy Premier.

THE AUSTRIAN STATE TREATY IS RATIFIED: Dr. Theodor Koerner, the Austrian President, signing the Austrian State Treaty after it had been ratified by the Bundesrat in Vienna.

On left—

GERMANY'S FIRST POST-WAR DEFENCE AND FOREIGN MINISTERS: Herr Theodor Blank taking the oath of office before the President of the Bundestag in Bonn on his appointment as West German Defence Minister. At left of the dais is Herr von Brentano, who has been appointed Foreign Minister. Hitherto, Dr. Adenauer, extreme left, had combined the offices of Chancellor and Foreign Minister.

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AROUND THE GLOBE

A Pictorial Survey of Recent Events in the Five Continents of the World

NORWAY CELEBRATES FIFTY YEARS OF INDEPENDENCE : King Haakon and other members of the Royal Family arriving at the Parliament building in Oslo to take part in the ceremonies commemorating the fiftieth anniversary of the dissolution of the union between Norway and Sweden. It was on June 7, 1905, that the union, which had lasted ninety-one years, was dissolved by a meeting of the Storting. This year the Norwegian Parliament met on the same day at exactly the same time to commemorate the event. To mark the occasion, the same flag which flew over the Parliament building fifty years ago was again hoisted over the Storting. Among those taking part in the ceremonies was the only surviving member of the historic Storting of 1905, Hr. Sigvald Bergeson, as well as the Swedish Ambassador.

AT THE STORTING : In the front row, listening to Hr. Oscar Torp, President of the Norwegian Parliament, at the Independence Day commemoration are, from left, Princess Astrid, King Haakon, Crown Prince Olav and Prince Harald.

LEADING FIGURES IN A HISTORIC WAGES AGREEMENT IN AMERICA : Two of the Ford brothers, Benson (left) and William Clay, at their Detroit hotel in the early hours of the morning during the negotiations between the Ford Motor Company and the United Automobile Workers union. The negotiations, which were held to avert a threatened strike involving 140,000 workers at the company's twenty-eight plants, resulted in what is regarded as the first step towards a guaranteed annual wage. In a new three-year contract with the union, the Ford Company agreed to provide a £20,000,000 fund for benefits to laid-off employees, which, together with State unemployment benefits, will guarantee every worker a minimum of 60–65 per cent. of his normal wage for up to six months. The union, which is a member of the powerful Congress of Industrial Organisations, had asked for an 80 per cent. minimum, but the Ford offer, with further wage and benefit concessions, was accepted. Immediately negotiations were begun for similar agreements with the General Motors Corporation, and it is expected that the Ford agreement will set a pattern for all future wage negotiations in the United States.

THE STALIN PEACE PRIZE FOR D. N. PRITT, Q.C. : The British lawyer (centre) is being congratulated by Mr. N. S. Tikhonov, Chairman of the Soviet Peace Committee, after he had been presented with the diploma and insignia of the International Stalin Peace Prize in the Sverdlov Hall of Moscow's Kremlin. Mr. Pritt was cited as "a defender of leaders of peace and progress maliciously and unjustly persecuted by the reactionaries" in all parts of the British Commonwealth, and as "a public prosecutor accusing terror and injustice."

On right—

A MARRIAGE HAS BEEN ARRANGED : King Idris of Libya presides over the ceremony of signing the marriage document at the Libyan Embassy in Cairo. By the signing of the document, at which Colonel Nasser, the Egyptian Prime Minister, was a witness, King Idris married as his second wife, Alia Kamloun, the thirty-seven-year-old daughter of an Egyptian landowner. According to Muslim custom, the bride was not present. King Idris has been married twice before, and one of his wives is still alive. He has no heir, and the present successor to the throne of Libya, proclaimed a Kingdom in 1950, is his brother, Prince Moheiddein.

AUSTRIAN PRISONERS RETURN FROM RUSSIA: Part of the first batch of 250 former prisoners of war to be repatriated since the signing of the Austrian State Treaty arriving at Weiner-Neustadt. Among them, at left, wearing a cap and spectacles, is Arthur Seyss-Inquart, son of the Nazi High Commissioner executed at Nuremberg as a war criminal. The prisoners, who were released under the agreement reached by Austria and Russia in Moscow last April, were received on their arrival by the Chancellor, Herr Raab, and thousands of Viennese. It is believed that a further 350 Austrians are being kept imprisoned in the Soviet Union. Some of those returning had been captured as long ago as 1942, when they were fighting against the Russians at Stalingrad. After the war many had been sentenced to long terms of imprisonment for "espionage."

MELBOURNE'S OLYMPIC GAMES STADIUM TAKES SHAPE: Work in progress on one of the new stands at the Melbourne Cricket Ground, which have been built in preparation for the Olympic Games to be held there next year. This stand will hold 45,000 people to bring the total capacity of the ground up to 112,000 spectators. There has been much criticism of Melbourne's preparations for the Games, but Australian officials from the Prime Minister downwards have given assurances that all will be ready for the thousands of visitors expected. On the first day on which reservations opened, over 220,000 tickets were sold, a high proportion of those bought by Australians being for swimming events.

On right—

WARTIME MEMENTOES FOR THE EISENHOWER MUSEUM: Sir Roger Makins, the British Ambassador in the United States, shows the President some of the pictures he brought to Washington for the Eisenhower family museum at Abilene, Kansas. Top left is a photograph of the President with Sir Winston Churchill, and at right a shooting scene, in which General Omar Bradley also features. Both these pictures were autographed by Sir Winston, and the President added his own signature to them. Below is a picture of President Eisenhower with King George VI. Twenty photographs and other war-time mementoes were presented.

HORSE-RACING PAYS FOR TWO NEW HOSPITALS IN EIRE AND HONG KONG: *On left*—A section of the south side of the hospital being completed at Dooradoyle, near Limerick, showing the wide balconies in front of the wards. *On right*—The Tsan Yuk Hospital, in Hong Kong, which is due to be opened next month. The Dooradoyle Hospital has been built at a cost of over £1,000,000 with funds of the Irish Hospitals Trust, which runs the Irish Hospitals Sweepstakes. It is a regional hospital catering for Limerick, Clare, Tipperary and Kerry. There will be 288 beds and living accommodation for a staff of 200. Up to now, serious medical cases have had to be sent to Dublin. The Dooradoyle Hospital will accept patients next month. The building of the Tsan Yuk Hospital was made possible by the generosity of the Hong Kong Jockey Club, who donated about £250,000 towards the cost. The foundation-stone of this building was laid by the Duchess of Kent when she visited Hong Kong in October 1952.

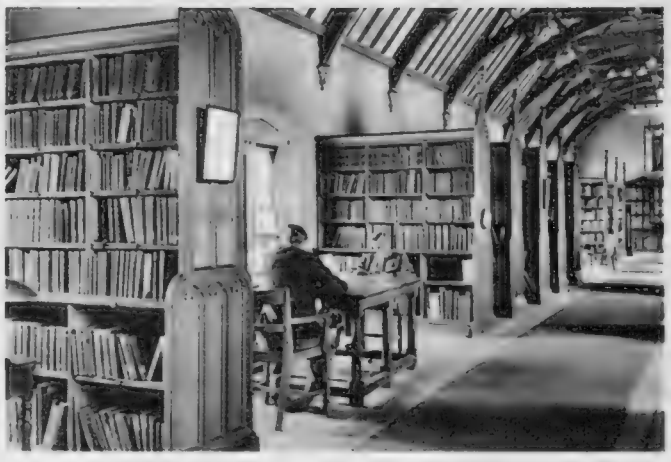
AN OXFORD QUATERCENTENARY

This Month St. John's College, in St. Giles' Street, Commemorates the 400th Year of its Foundation

THE FRONT QUADRANGLE OF ST. JOHN'S : It is one of the two Oxford colleges which are celebrating the 400th anniversary of their foundation. The other is Trinity. The stone surround of the lawn in the St. John's quadrangle was designed by Sir Edward Maufe to mark the quatercentenary.

THE PRESIDENT IN HIS LODGINGS : Dr. A. Lane Poole, M.A., D.Litt.(Oxon), F.B.A., stands in the finely panelled Great Parlour of his lodgings. He is a historian and has been President of St. John's since 1947.

LUNCHEON IN THE COLLEGE HALL : Undergraduates sit on benches at the long tables beneath portraits of famous members of their college. The long portrait in the upper row above the empty High Table is of Sir Thomas White, Lord Mayor of London, who founded St. John's in 1555. On the left is Archbishop Laud and, right, Archbishop Juxon.



On left—

IN THE COLLEGE LIBRARY : This part of the buildings was added in the 1630's by Archbishop Laud. He was buried in the chapel after his execution in 1645.

Two of the colleges in the senior university of the English-speaking world are combining during this coming week to celebrate their 400th anniversaries. St. John's and Trinity College at Oxford were both founded in 1555. Next Saturday (June 25) they will celebrate together a special commemoration day. Religious services will be followed by garden parties, firework displays and music.

Readers of THE SPHERE will have read in the issue of June 4 the tribute to Trinity by its eminent son, Mr. John Gore. Now on this page are pictures which are a reminder of the distinction of St. John's.

The grey buildings facing St. Giles' Street contain in the Front Quadrangle some relics of St. Bernard's College for Cistercians, established about 1440 by Archbishop Chichele. On this site in 1555 Sir Thomas White, who had been Lord Mayor of London two years previously, founded St. John's. White is buried in the chapel, as are two of the greatest of the Stuart Archbishops of Canterbury in the succeeding century, William Laud and William Juxon. Laud was successively Scholar, Fellow and President of the College. In the 1630's he added the Library building and most of the unique Canterbury Quadrangle, its Italian colonnades being found nowhere else in the university. In this quadrangle are also the bronze statues by Le Sueur of the king and queen for whom the Archbish lost his head, Charles I and Henrietta Maria. The Library itself has many relics of the White King, who suffered the same fate as his Archbishop, and many generations of Oxford men will recall the College Dining Society in honour of the Jacobite family's memory.

It was Laud who recommended another former scholar of St. John's, William Juxon, to be President in 1621. Later Juxon was the prelate to whom Charles I on the scaffold gave his last commission in the single word "Remember."

Apart from its Jacobite associations, St. John's has a long list of great sons. They include Edmund Campion and, in recent times, A. E. Housman, Professor Gilbert Murray and Sir Edward Maufe, the architect. The last-named designed the latest part of the college buildings—Dolphin Quadrangle—and is also responsible for the white stone surround to the circular lawn in the Front Quadrangle. It has been especially laid out to mark the quatercentenary.

St. John's gardens are magnificent. They were given their form by "Capability" Brown in the eighteenth century. One gains a high sense of English tradition in unparalleled surroundings as one looks down from the windows on to the lawns on a summer evening and sees, perhaps, bowls being played or members of the college Archery Club at practice.

Sir Thomas White was a member of the Merchant Taylors Company, and the college has always had a close connection with the famous Merchant Taylors' School. A number of its scholarships are confined to boys educated there.

THE CANTERBURY QUADRANGLE : This is another of the additions of Laud. Above the Italian-style colonnade—unique in Oxford—is the Long Gallery of the President's Lodgings.

BOWLS ON THE LAWN : The gardens of St. John's were laid out by "Capability" Brown and share with Worcester College the distinction of being the finest in Oxford. The members of the famous St. John's Archery Club also use the lawn.

PARLIAMENT OPENS

The Queen Drives by Car to Preside Over One of the Highest and Grandest Occasions of State

THE QUEEN DRIVES THROUGH RAIN TO THE HOUSE OF LORDS : The ceremonial drive by carriage had been cancelled some days previously because of the rail strike. But within the Palace of Westminster there was all the traditional sumptuous pageantry for the Speech from the Throne.

The Opening of the forty-first Parliament of the United Kingdom lacked the State Drive with cavalry escort through the streets. However, the House of Lords itself glowed with its usual splendour as the Earl Marshal and the Lord Great Chamberlain walked backwards before Her Majesty to the throne. The Queen, in white and wearing the glittering Imperial State Crown, was led by the Duke of Edinburgh. After the customary pause for the arrival of the Commons, the Queen began to read. Every word was heard clearly—her voice seemed more assured than at any previous opening—as she read the intentions of her Government and concluded with the prayer for both Houses that "the blessing of Almighty God may rest upon your counsels."

THE VAULTS ARE SEARCHED : Prior to the opening, Yeomen of the Guard march through the House of Lords on their way to search the vaults. This tradition began after the Guy Fawkes plot.

A ROYAL SALUTE : Smoke billows in St. James's Park as a salute of forty-one guns is fired by the King's Troop, Royal Horse Artillery, to announce the Queen has reached the Houses of Parliament.

WITH THE QUEEN : Prince Philip wore the uniform of Admiral of the Fleet to drive with Her Majesty.

PRINCESS MARGARET GOES TO THE LORDS: She was among the members of the Royal Family who heard the Speech.

THE QUEEN ARRIVES : The Royal car reaches the entrance to the House of Lords, from where the Queen proceeded to the Chamber with pomp and circumstance. Her Gracious Speech lasted nine minutes and, contrary to many expectations, put forward a substantial programme of legislative measures for a session anticipated as likely to last until the autumn of next year.

SPITZBERGEN— A SOVIET OUTPOST?

A Greatly Increased Russian Population Now Shares with the Norwegians this Archipelago Well Within the Arctic Circle

THE MOST NORTHERLY COAL-MINES IN THE WORLD: These mines are not far from King's Bay, in the Norwegian part of Spitzbergen. In the distance is the Brögger Peninsula, with the glaciers for which the archipelago is noted.

A GLIMPSE OF RUSSIA: Below the sombre cliffs of Spitzbergen shelters the mining town of Grumant City, one of the three Russian towns on the archipelago. *On left*—The long white line of the first and only overland highway in Spitzbergen. This road was built by the Russians after the war to link Grumant City with "Coal Bay," eight miles to the west.

RADIO SVALBARD: Building work under way at Longyearbyen, in Advenstal, where the Spitzbergen radio station is located. After Spitzbergen became Norwegian in 1920 it was renamed Svalbard.

SPITZBERGEN'S MAIN ASSET IS COAL: The face of one of the pits at the Longyearbyen mine, near "Glacier Village." Because in the winter the temperatures are Arctic, water for coal-washing is piped through wooden trunks raised off the ground, as seen at left.

AT THE END OF THE DAY'S WORK: Shift-workers from the mines return home. In the background is a big building in Longyearbyen which is used as hospital, schoolhouse, church, cinema and post office.

As the first Commonwealth airliner crossed from America to Europe via the Arctic Circle this month, attention was once again focussed on the strategic importance of the Arctic regions and the possible use that might be made of them in time of war. When it is seen that the archipelago of Spitzbergen is barely 100 miles further away from Moscow than Burtonwood, Lancashire, it will be readily appreciated that the Russians are displaying an especial interest in this part of the Arctic Ocean.

Nobody knows the exact size of the Russian population in the three towns which they occupy on Spitzbergen. It is probably about 5,000, it may be as much as 10,000. It is certainly greater than the 3,000 in the Norwegian part of the archipelago. But such is the solidity of the Iron Curtain that it is difficult to discover what is being done by the Russians there. Ostensibly, it is coal-mining; but there are more plentiful and cheaper supplies of coal in other parts of the Soviet Union, and it is unlikely that a large population has been moved 1,000 miles north of Archangel merely to hew coal. It is more likely that the Russians have made a proper appreciation of the strategic importance of the island, and are there in strength to forestall any newcomers who might threaten the security of their homeland or supply routes.

The strange thing is that Spitzbergen was open to any country until a few years ago. When, at the beginning of this century, copper, asbestos and—in considerable quantities—coal had been discovered in Spitzbergen, several countries began mining operations to exploit these minerals. An agreement was signed giving Britain, Holland and Sweden the right to undertake mining, as well as the traditional "hunters" of Spitzbergen, the Norwegians and the Russians. But after the First World War it was only Norway and Russia who returned to work the coal mines. When in 1920 Norway was granted possession of Spitzbergen, all nations except Germany retained the right to mine coal there.

During the 1920's Spitzbergen, or Svalbard, as it was officially renamed by the Norwegians, became a base for Polar exploration. It was from the airship hangar near the little mining settlement of Ny Aalesund, on King's Bay, that Amundsen set out on his important Polar flights of 1925 and 1926. It was here, too, that Nobile began his ill-fated flight in the airship *Italia* in 1928, and it was on Bear Island, not far from the mainland, that Amundsen was killed while searching for the Italian.

The last war saw two raids on the Spitzbergen archipelago. In 1941 Canadian, British and Norwegian forces raided the island, battling with German U-boat crews in the small harbours. The Russian mining population was evacuated to Archangel, and about 700 Norwegian miners and their families were taken to Britain. The mines were destroyed by the Commandos to forestall seizure by the Germans. Then, in 1943, a strong German naval force, including the *Tirpitz* and the *Scharnhorst*, attacked the archipelago and destroyed the houses at Ny Aalesund and various Norwegian and Russian settlements on the ice fjord.

After the war work began on the reconstruction of the mines and the homes around them. The Norwegians returned to their mines in Ny Aalesund and Longyearbyen. And the Russians returned, in greater numbers than ever before, to their own towns, Barentsburg and Grumant City, as well as building a new town, Pyramiden, and constructing Spitzbergen's first overland highway. Then they dropped the Iron Curtain, and withdrew behind it.

AIR NEWS
from FRANCE and the U.S.A.

Helicopter Records and a New Jet Liner in France ; and Airborne Radio Stations in America

A HELICOPTER FLIES HIGH : The Sud-Est 3103 Alouette II, a recently-built French helicopter, which last week reached a height of 27,100 ft., thus setting a new record for rotary-winged aircraft.

On right—**MOUNTAINEERING BY HELICOPTER :** The American pilot, Jean Moine, is shown standing by his American Bell 47-G helicopter on the summit of Mont Blanc, where he made a successful landing last week. This landing, at 15,782 ft., is believed to be the highest yet made by a rotary-winged craft. With the Chamonix guide, Contamine, as passenger, Moine took off from Fayet Airfield and landed on the Dôme du Goûter, at 14,116 ft. Taking-off again from there, he landed on the summit seven minutes later. Earlier this year an American Hiller helicopter landed and took-off from the Jungfraujoch, at 11,300 ft., and a few days later a French-built Djinn helicopter landed on the Mönch Peak at 13,450 ft. Although helicopters can fly considerably higher than these altitudes, they experience great difficulty in landing, as their hovering height is limited by the rarefied upper atmosphere.

CONGRATULATIONS FOR THE PILOT : The French test pilot Jean Boulet, who already holds six other world records, is seen with Commander Henri Tessier, the Aero Club de France Commissioner. The pilot is still wearing the oxygen mask necessary at high altitudes. The performance of the Alouette II will, if confirmed, beat the present overall height record for helicopters of 24,521 ft. set up in October 1954 by a Sikorsky XH-39 helicopter of the United States Air Force. The Alouette II, which is developed from a smaller helicopter bearing the same name, comes from a record-breaking family. Its forbear broke several world records, including those for endurance and speed. The current version of the Alouette is powered by a Turbomeca Artouste turbine engine and can carry five passengers.

HOLDING EVIDENCE OF A RECORD FLIGHT : Jean Boulet takes a look at the barograph which recorded the height.

THE SUD-EST CARAVELLE—THE FIRST COMMERCIAL JET AIRLINER TO BE BUILT IN FRANCE : The twin jet aircraft stands on the tarmac at the Toulouse-Blagnac airfield after making a successful maiden flight recently. Designed to carry from seventy to ninety passengers on short or middle-distance journeys, at a cruising speed of 480 m.p.h., the Caravelle is unusual in that the engines, two Rolls-Royce Avons, are placed in pods at the tail. This is theoretically the best position for propulsion, allows easy access for maintenance and keeps the wings free from any excrescences such as podded or buried engines. The nose section, including the cabin and controls, has been bought complete from de Havillands and is identical with that of the Comet. The Caravelle is aimed primarily at the Paris to North Africa route, which involves distances of up to 1,000 miles. The speed of the jet airliner will enable it to make two return trips each day, leaving ample time for servicing and other checks.

INSIDE A FLYING COMMAND POST : This is an interior view of a U.S. Navy WV-2 radar plane. The men seen in this picture are directing aircraft carriers and other aircraft towards an enemy force. The information to enable them to do this is gathered from other crew members in another part of the aircraft. *On right*—A WV-2, its smooth lines ruined by the two huge radar bumps, drones high over Hawaiian Islands as it sets off on a twenty-four-hour patrol. These aircraft, which are conversions of the Super Constellation airliner, carry a crew of twenty-six and are equipped with both galley and bunks.

THE SHEER WHITE WALL WHICH BRINGS WEALTH TO ITALY : The figures of the workmen look tiny against the vast wall of Carrara marble hewn smoothly out of the Apuan Alps, in Tuscany. 35,000 tons of Italian marble are cut annually, a third of which is exported.

THE TRUMPETER IN A FOREST OF MARBLE : The foreman of one of the gangs working in a marble quarry uses a trumpet to transmit orders to the men working in one of the marble ravines in the Tuscan mountains. The wheels shown here carry the acid-soaked wire which cuts through the marble.

THE WHITE GOLD OF TUSCANY

Carrara Marble from the Quarries in the Apuan Alps Continues to Play a Vital Part in Italy's Economy

Four hundred years ago Michelangelo sculptured some of his finest work in Carrara marble. To-day, experts consider that this magnificent product of the Apuan Alps, in Tuscany, will be available to builders and artists for yet another 400 years. It is as well for the Italian economy, for with few other natural resources in the country, marble plays a vital part in her export trade. One-third of the annual total of 35,000 tons is exported, the largest foreign purchaser being Egypt. But France, Britain and the United States (in that order) are also large importers.

Carrara is only one of the marbles quarried in Tuscany, but its name is nowadays generally given to most of the white marble obtained in the mountains there. This includes the glittering white marble for monuments obtained only at the top of the "Monte Altissimo," 5,000 ft. high. But there are other marbles much in demand, such as the bianco chiaro, a light-white marble with a wonderful sky-blue veining. Or the deep blue bardoglio. But in many ways there is nothing to compare with the Serravezza, named after the quarry in which it is found. This is a mixture of different types of marble—different both in colour and in quality—which makes a piece look not like an example of nature's freak handiwork, but like a Venetian tile by a medieval artist.

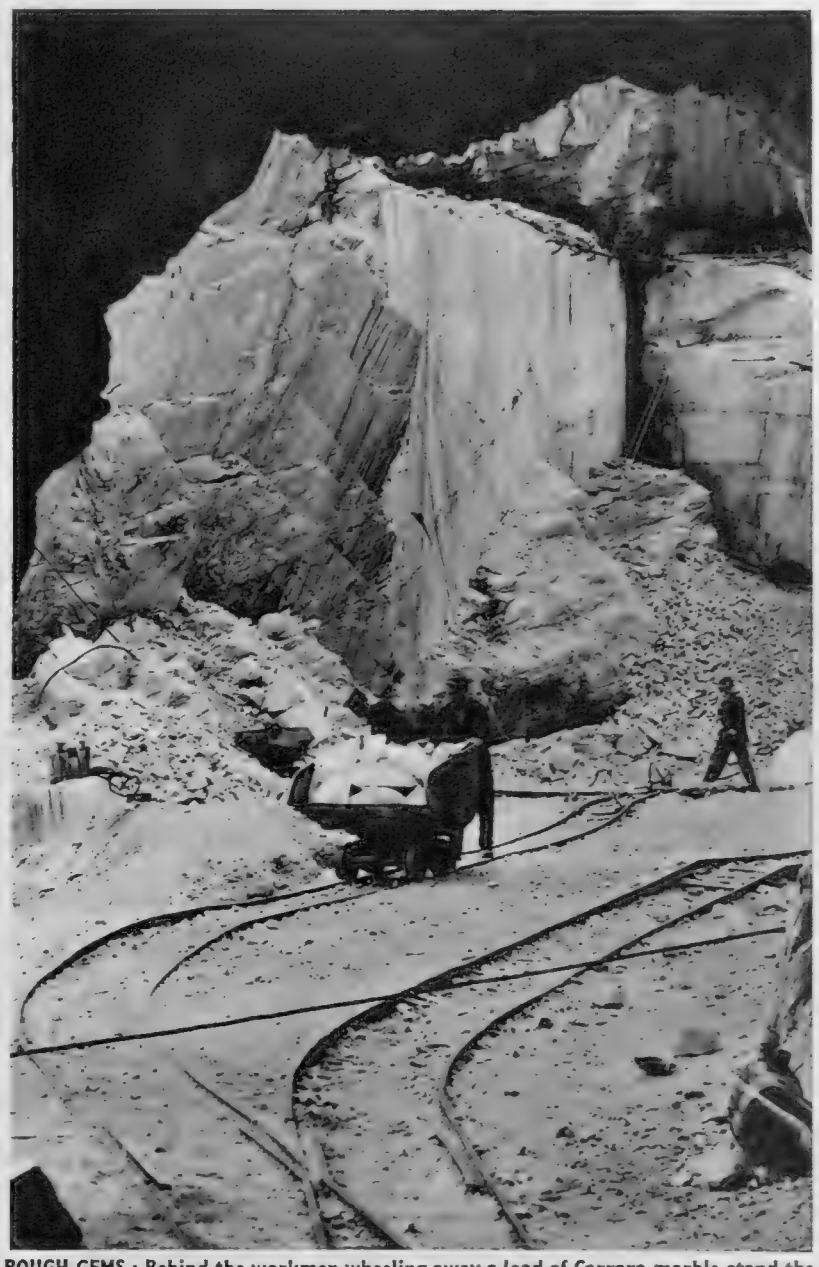
On right—

AT THE MARBLE FACTORY : The marble, which has been brought 5,000 ft. down from the mountain quarries, is cut into different shapes and sizes at one of the factories in the Carrara valley. It takes some time before the crude marble is processed there ready for export.

THE HAZARDS OF BRINGING THE MARBLE DOWN : Special tackle as employed here is only one of the methods of bringing the huge pieces of marble from the top of the Apuan Mountains.

MODERN MACHINERY IS USED : A water-cooled circular saw cuts through marble slabs at a Carrara factory. Any variation in the speed of the rotation can cause a split in the precious marble.

WHITE JEWELS IN THE APUAN ALPS : Blocks of Carrara marble await removal by trolley from the quarries high up in the Tuscan mountains. Special wire saws are used to cut the freshly-hewn rocks into smooth blocks on the spot, before they are taken down.



ROUGH GEMS : Behind the workmen wheeling away a load of Carrara marble stand the giant crags which have just been hewn. Carrara was known to the Romans, and experts consider that there is enough marble in the mountains for 400 years.

SPECIAL PORTS FOR THE MARBLE EXPORT TRADE : Two new harbours have been built on the Ligurian coast to take the place of Spezia and meet the growing demands of exporters. They are known as Marina and Massa di Carrara.

A NEW "DEVIL'S BRIDGE" IN SWITZERLAND : The steel structure in the foreground is the start of a new bridge over the River Reuss, in the St. Gotthard Pass. It will carry the road from Göschenen to Andermatt and replace the stone bridge immediately behind it. Over the bridge in the background the Schöllenen Railway runs into a tunnel. The Devil's Bridge is so called because, according to legend, a chain bridge, built here in the fourteenth century, was constructed with the help of the Devil.

BRIDGING MOUNTAINS AND LOWLANDS

Pictures from Switzerland and the Netherlands

On right—

SPANNING THE WATERS IN THE LOW COUNTRIES : A new section is put into position on the Moerdijk railway bridge across the Hollandsch Diep, south of Dordrecht. It is being held by tugs in the foreground while one of the temporary sections is removed. The bridge was blown up by the Germans at the end of the war. After the Liberation a temporary structure was thrown across to carry the main line from Paris to Amsterdam. Now this is being replaced section by section by a permanent bridge. Moerdijk bridge, almost a mile in length, is one of the longest in Europe.

A PROBLEM FOR ROAD-PLANNERS IN BRITAIN: This scene, which motorists know only too well, is taken near Rochester. There are 6,000,000 vehicles in Britain, and 187,000 miles of road. If all vehicles went out together there would be one to every 55 yards of road.

HOW AND WHERE BRITAIN'S ROAD PROBLEMS WILL BE TACKLED: This map shows roads which provisionally come under the Four-Year Plan, and other developments. The exact details have not yet been settled. The plan does contain some anomalies. The Ross Spur, which is to be built, will accommodate increased traffic from the west, but does not provide means for absorbing this traffic on the already inadequate road between Bristol and Birmingham.

A PLAN FOR BRITAIN'S ROADS

The Government's Four-Year Road Plan and Other Future Developments Aimed at Reducing Congestion

By "THE SPHERE" MOTORING CORRESPONDENT

AFTER neglecting them for fifteen years, the Government has promised—once again—to do something about Britain's antiquated roads.

If it is really in earnest this time—and road-users have every excuse for being suspicious of the Government's sincerity where road expenditure is concerned—it may be just in time to save Britain's road transport system from complete paralysis.

It will do little more than that, in spite of a total anticipated expenditure of some £125,000,000 in the next four years by the Exchequer and local authorities on construction and improvements. For many of the schemes included in the "new" road-improvement plans are long overdue. They are familiar old friends, taken out of a Ministerial pigeon-hole and dusted off once again.

No Government, of whatever political colour, could afford to remain inactive much longer on this grave problem of traffic congestion. Saturation-point is being rapidly approached at many vital parts of our obsolescent road network.

There are now some 6,000,000 motor vehicles licensed in Britain to use 187,000 miles of roads which for the most part are narrow and winding. That gives a theoretical traffic density of more than 32 vehicles to the mile, or one to every 55 yards.

In Britain, road traffic increased by 13 per cent. in 1954 compared with 1952. The number of cars, trucks and other vehicles licensed for the first time last year in Britain was 718,000 (an increase of 135,000 on 1953). New car registrations alone totalled 386,386 in 1954.

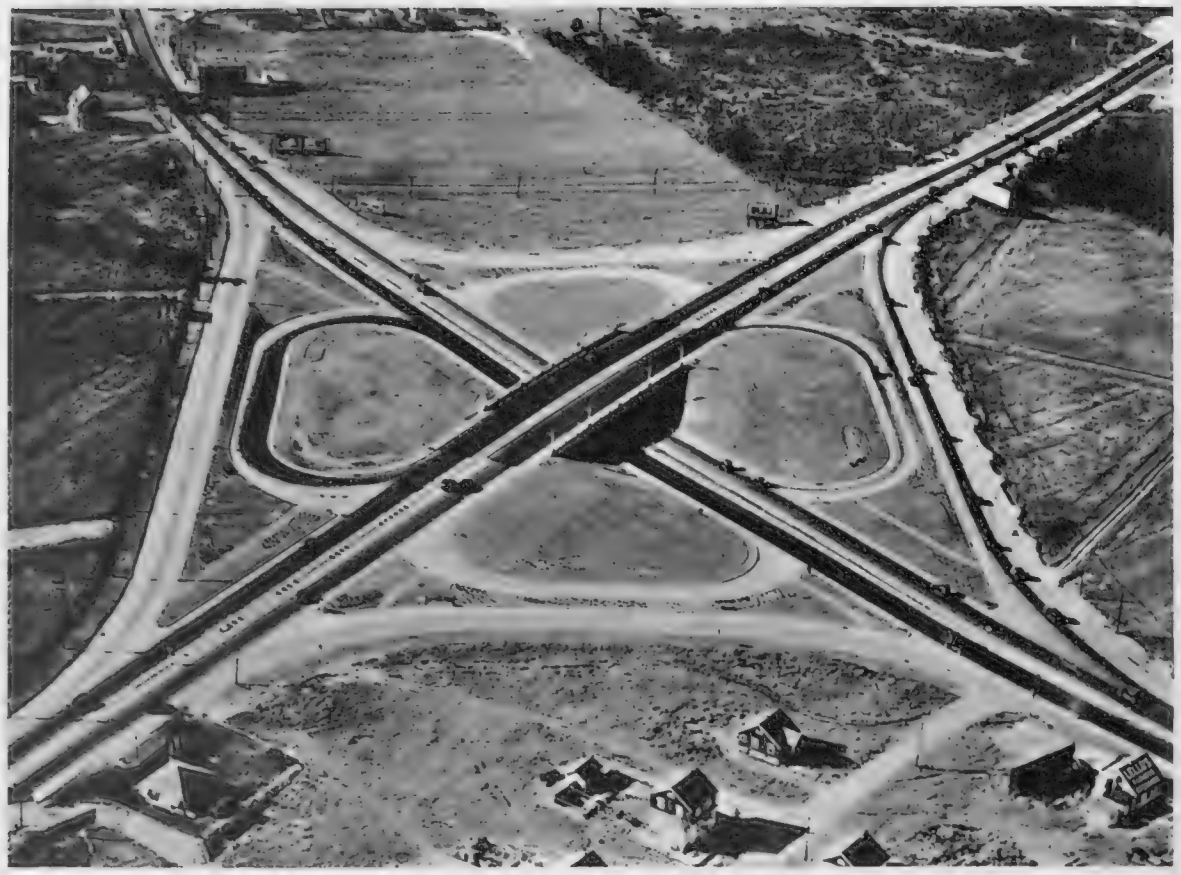
The Road Research Laboratory says Britain's traffic will double within the next ten years. What a prospect!—unless the Government pushes ahead energetically with its new road plan and starts thinking immediately about the schemes that must follow.

Back in 1946 the Government of the day produced schemes for the construction of 800 miles of motorways and the improvement of 1,700 miles of trunk roads.

Now, eleven years after, the Government seems to be really getting down to the job of starting Britain's first real motorway: a road which will be comparable to the *autobahnen* and *autostrade* which Germany and Italy have had for many years.

I refer to the London–Doncaster motorway, which is perhaps the most important—and spectacular—single feature of the Road Plan announced in February by the Minister of Transport and Civil Aviation, Mr. John Boyd-Carpenter.

(*Continued on following pages*)



HOW ROAD PROBLEMS HAVE BEEN TACKLED IN OTHER LANDS: A "four-leaf clover"-type road junction on the New Jersey Highway. The main highway is carried over the secondary road by a bridge and there are eight links which obviate the necessity of a car crossing the main stream of traffic on either road.

A PLAN FOR BRITAIN'S ROADS

(*Continued from previous page*)

This road will extend for 150 miles and is estimated to cost £45,000,000. The first section of 70 miles, from St. Albans to Rugby, will cost £15,000,000, and is due to be started some time in the period 1956–57. This magnificent twin-track road, with its fly-overs and dip-unders, and reserved exclusively for motor traffic, will provide an urgently-needed fast road link between London and Birmingham.

Of almost equal importance is the motorway the Government has decided to build from Preston to Birmingham. This will be 80 miles long and will cost £20,000,000.

The total cost of these two motorways—some £65,000,000—is not included in the figure of £147,000,000 which is the estimated total cost to the Exchequer of the work which the Minister said in February would be *authorised* in the next four years.

As the Minister was dealing only with schemes which will each cost the Exchequer at least £100,000, the final total figure could be very much larger. The total of £147,000,000 works out at £36,750,000 a year. Not *expenditure*, but the *authorisation* of expenditure.

In actual fact, the Government will probably spend only £97,250,000 in the four years. It is expected that in the current financial year—ending March 31 next—only about £8,250,000 will be spent on new roads and major improvements. In the last of the four years covered by the plan, cheques totalling £42,000,000 will probably be paid out.

In addition to these Exchequer payments a contribution of about £25,500,000 will be made over the next four years by local authorities to the cost of schemes—new construction and major improvements—affecting classified roads. (Trunk roads are entirely the Ministry's financial responsibility.) The Exchequer pays 75 per cent. of the cost of Class 1 roads, 60 per cent. of the cost of Class 2 roads, and 50 per cent. of the cost of Class 3 roads.

I have already stated that the estimated total expenditure by the Exchequer and local authorities on new construction and major improvements over the next four years will be about £125,000,000. The exact official estimate is £122,750,000.

The Exchequer share of this is £97,250,000, leaving £25,500,000 to be found by the ratepayers. In addition, the Exchequer and local authorities will between them spend an average of £85,000,000 a year for the next four years on maintenance work.

AMERICA IS TACKLING HER ROAD PROBLEMS IN A CHARACTERISTIC MANNER: Roof-level roads, which enable lower streets to be kept clear for internal transport, are already a reality in Boston and some other cities. The John F. Fitzgerald Highway seen here is already partly in use and should be completed by August this year.

So the grand total of estimated expenditure on Britain's road system over the next four years is as follows:

1955–56— £95,250,000
1956–57—£106,000,000
1957–58—£123,000,000
1958–59—£138,000,000

TOTAL £462,250,000

But don't forget that that figure includes essential maintenance work. The estimated average yearly expenditure by the Exchequer and local authorities on new construction and major improvement is only £30·7 millions. Pre-war expenditure on similar work was equal to £43,000,000 a year *at to-day's costs*, according to the British Road Federation.

In the current financial year it is likely that work on major schemes costing the taxpayer a total of £27,000,000 will be *authorised*.

They include two big improvements to classified roads which will each cost the Exchequer more than £500,000: the Dartford–Purfleet Tunnel under the Thames and Part I of the Elephant and Castle improvement in London.

The Dartford–Purfleet Tunnel scheme was started before the war, a "pilot" tunnel being built. The finished tunnel will have two traffic lanes and there will be approach roads linking it to A 13 to the north of the river and to A 2 on the south. It is proposed to charge a toll, as for the Mersey Tunnel.

At the Elephant and Castle, a bomb-battered junction of six important roads south of the Thames, now controlled by traffic lights, it is intended to construct a roundabout in conjunction with elaborate redevelopment work to be undertaken by the London County Council.

To give an idea of the sort of schemes the Government has in mind, here is a selection from the list of trunk-road improvements costing £100,000 or more, which the Minister says will be authorised this year:

HUNTINGDONSHIRE: Provision of a second carriageway about 5½ miles long between Alconbury Hill and Woolpack cross-roads.

YORKSHIRE: New dual-track, 3¼ miles road will by-pass Catterick and replace a length of A 1 which has a serious accident record.

NOTTINGHAMSHIRE: Two miles of new road, from Elkersley to Five Lane Ends, as part of a much bigger scheme, to by-pass the narrow and congested route through East Retford.

SUSSEX: Dual-track by-pass, started before the war, to by-pass Handcross on the London–Brighton road.

LANCASHIRE: A by-pass three miles long to avoid a tortuous length of road at Longton.

ESSEX: Road diversion at Potter Street, south of Harlow, urgently needed in connection with the development of Harlow New Town.

The Minister listed a total of 23 such schemes for England and Wales and 4 for Scotland: Bridge of Allan (A 9), Dumbuck to the south-east of Barloan Crescent (A 82), Linlithgow Bridge (A 9) and Bridge of Don, Aberdeen (A 92).

HOLLAND, TOO, HAS MODERN ROADS : This is an aerial view of the Amsterdam-Utrecht road. In the foreground is a main junction built on the same basic principle as the American "clover-leaf" type. Towards the top of the picture is a straightforward fly-over crossing.

HOW TO AVOID CONGESTION IN THE CITIES : Overhead ramps carry traffic from the centre of New York City to the main trunk roads outside. The overhead roads contain heating elements which prevent ice forming.

The Ministry has no illusions about the size of its task. Mr. Boyd-Carpenter has frankly admitted that "there have been few major improvements and very little new construction in our road system since 1939, and the problem which now faces us is therefore immense."

"Her Majesty's Government," he said in February, "are working to plans which will take a good many years to complete, but which are intended to provide this country with an up-to-date road system."

Mr. Boyd-Carpenter defined his programme in the following words :

"Our plans include both entirely new motor roads of the most modern construction and an ordered series of major and minor works on existing through routes, the individual items of which are planned so as—taken together—to convert these routes into modern, all-purpose highways.

"The construction of new roads is a process which takes some time to begin, because compliance with the statutory procedure designed for the protection of the interests likely to be affected means that a considerable period must elapse before the line of the road can be finally determined and the necessary land acquired.

"Consequently the work done in the early years of the programme must necessarily be mainly in connection with the improvement of existing routes."

I am indebted to Mr. E. W. H. Vallis, County Surveyor of Kent, for details of this "compliance with the statutory procedure."

In a recent lecture to the Royal Society of Arts, he said : "If, by a happy series of favourable circumstances, a road conceived to-day could pass without delays or reverses through the procedure in force at the present time, its course would generally be along the following lines :

(1) Approval in principle by the Highway Authority.
(2) Approval in principle by the Minister of Transport and Civil Aviation.
(3) Tentative route located.
(4) Consultation with other bodies concerned.
(5) Approval by the local planning authority.
(6) Submission to the Minister of Housing and Local Government for inclusion in the Development Plan.
(7) Plan advertised and made available to the public.
(8) Minister holds public inquiry into objections lodged by interested persons.
(9) Minister approves and includes in Plan.
(10) Precise route located.
(11) If a trunk road, further publication and inquiry.
(12) Engineering drawings prepared."

Work has begun already, of course, on the implementation of the Plan. It continued without interruption during the Election period. Many thousands of photographs have been taken, for instance, in an air survey to help determine the best line for the new motorways. Ministry engineers have flown over to the Continent to study the motor roads in France, Germany and other countries; and especially their systems of fly-over crossings.

Finality, I understand, has not yet been reached on the exact design of the fly-overs to be adopted for Britain's motorways. When the Four-Year Plan was announced the only picture issued by the Ministry on the subject of fly-overs was one with only two-sided access. The caption said : "It is likely to be adopted in this country in preference to the full clover-leaf, to save land and money."

This statement was immediately criticised by many experts, some of whom pointed out that the kind of fly-over illustrated by the Ministry creates two dangerous T-junctions on the road crossing the motorway, forcing vehicles to make right-hand turns in order to reach the motorway.

The Times, in a leader, advocated the adoption of the roundabout system effectively employed in Holland and Sweden. With four spurs leading to the motorway from the roundabout, this design is said to obviate completely the need for vehicles to cross the path of on-coming traffic.

It is with the projected motorways, of course, that we are mainly concerned in considering the question of these fly-overs. The London–Yorkshire motorway will be "a road confined to motor traffic with severely restricted access and with fly-over crossings and junctions"—to quote an official description.

The first section will extend from the north end of the proposed St. Albans by-pass to a point near Rugby, with a spur for Birmingham traffic connecting with the existing trunk road to Birmingham (A 45). This road—A 45—will itself have dual carriageways, with by-passes at Dunchurch and Meriden.

The motorway, starting at the northern end of the projected St. Albans by-pass, will pass through open country to the west of Luton, crossing A 5 and A 505 by means of fly-overs and passing under A 5120 east of Toddington. It will then go under B 557 north of Husborne Crawley.

Leaving Bedfordshire, it passes through the eastern tip of Buckinghamshire and burrows under A 50 north of Broughton, where a roundabout is proposed on the level of the existing road, with link roads to open the motor road below.

The motor road enters Northamptonshire near Hanslop. It crosses A 508 at Collingtree and A 45 at Upper Heyford, about half-way between Weedon and Northampton, and reaches A 5 about 1½ miles north of Ashby St. Ledgers.

At this point the spur for Birmingham traffic will run westwards, crossing the Northamptonshire–Warwickshire boundary about 2½ miles south of Rugby and terminating at the eastern end of the Dunchurch by-pass. Beyond this point the Birmingham traffic will use the existing trunk road A 45, which will have dual carriageways.

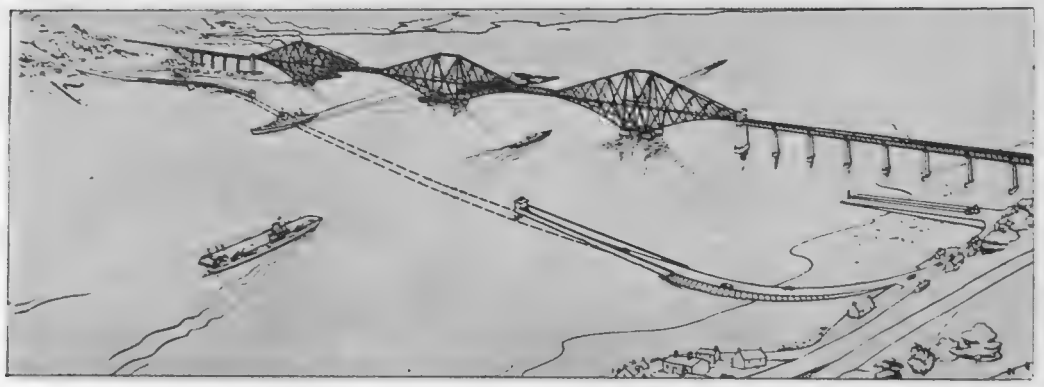
The programme also makes provision for dual carriageways from the Hampstead borough boundary at Finchley Road to the start of the St. Albans by-pass. There will also be a by-pass at Doncaster, which forms the terminal-point of the motor road after it has swept north to the west of Leicester and Nottingham.

(Concluded on following pages)

WHERE TO PARK IS PART OF THE ROAD PROBLEM : This eleven-storey parking ramp in San Francisco, which is already in use, accommodates 1,200 cars. It cost £1,400,000.

THE MOTORIST'S VIEW OF A FOUR-LEVEL CROSSING : Scenes like this at Los Angeles are well known to American drivers. High-level ramps avoid congestion.

A MUCH-NEEDED IMPROVEMENT IN SCOTLAND: The long-discussed scheme for carrying a road across the Firth of Forth. The drawing *above* shows the projected bridge and that *below* shows the site of the tunnel which may be built instead. The respective merits of the two schemes are being discussed by experts.



THE FASTER ROADS BEING BUILT MUST BE MADE SAFE FOR DRIVERS: The two pictures, *above* and *below*, show the automatic self-cleaning kerbstone reflectors which are built by Spencers of Wakefield. The device, which has been successfully tried out on the Sunninghill road near Ascot, reflects a white light on the nearside and red on the offside of the road. A car travelling along the road will pass over small pads which actuate a wiper arm on the reflector.

A PLAN FOR BRITAIN'S ROADS

(Concluded from previous page)

The new motorway is designed to take much of the heavy industrial traffic now passing between London and Birmingham on A 5 and A 45. When the second section of the 150-miles motorway is completed (with a spur to Sheffield), the motorway will provide a much-needed alternative route for traffic on the Great North Road (A 1).

The road will have twin carriageways throughout its length. They will be separated by a central strip and flanked by grass verges.

Between St. Albans and Rugby each carriageway will be 36 ft. wide. On the second section, to Doncaster, they will measure 24 ft. The road will be carried over or under all existing roads and no frontage access will be permitted. Bicycles and pedestrians will be excluded and motor vehicles will not be allowed to stop

Now let us take a look at the other big projected motorway—the north–south motor road through Lancashire from Preston to Birmingham.

This will be 80 miles in length and will cost £20,000,000. It will be built to the same engineering standards as the London–Yorkshire motor road and will connect the industrial areas of Lancashire with Birmingham.

The new motorway will incorporate the Stafford by-pass, which is being built separately. Starting at the southern end of the Preston by-pass, the new road passes to the west of Wigan and crosses the Manchester Ship Canal east of Warrington. From this point the road continues southwards, passing about two miles west of Knutsford and about a mile east of Sandbach.

It then passes to the west of Stoke-on-Trent, Newcastle-under-Lyme, Stafford and Cannock. "As the road passes through a heavily-industrialised area, fly-over connections with the existing highway system will be more frequent than on the London–Yorkshire motor road," says the Ministry.

What about Scotland? The Transport Minister has had special consultations with the Secretary of State in view of the fact that the latter will probably assume responsibility for Scottish roads next April.

A number of important schemes listed for Scotland affect the main Glasgow–Carlisle road (A 74), which carries a heavy volume of industrial traffic and which will be gradually converted into a first-class highway with dual carriageways throughout.

The Government intends to complete the special Highland Roads Programme announced in July 1953 and to make a substantial increase in the work being done on the Crofter Counties Programme, beginning with a commitment of £350,000 in the current financial year, and aiming, in the next three years, at annual commitments of £750,000.

Other Highland schemes not at present included in any road programme are also to be undertaken, including a new river bridge at Inverness.

Most dramatic Scottish scheme of all, of course, is the proposal to lay a tube across the bed of the Firth of Forth to the west of the Forth railway bridge between North and South Queensferry. A tube would be less expensive than a bridge and the local authorities concerned are being consulted on the relative merits of the two forms of river crossing. Estimated cost of a subway is £5,500,000, compared with £15,000,000 for a high-level bridge, which would require 40,000 tons of steel more than a tube.

The subway would have two roadways, each 22 ft. wide, giving two traffic lanes each way.

Let us go south again. To improve communications between South Wales and the Midlands, the long-discussed Ross Spur is to be started as soon as possible. This is a motor road, 21 miles long, from Ross-on-Wye to Road A 38 near Upton-on-Severn. It will have dual carriageways 22 ft. wide.

By-passes at Maidenhead, Maidstone, St. Albans and Staines will keep the traffic moving at notorious bottlenecks which the Ministry has been saying for years it intended to free at the earliest possible moment.

A start has long been made on the Maidenhead project. Most of the necessary land in Berkshire has been bought, much of the earthwork has been completed, and the abutment for a new Thames bridge has been constructed.

Maidenhead lies on the A 4 (London to Bristol) road. The by-pass, between five and six miles long, will run to the south of the town from Maidenhead Thicket (at the Henley road junction, west of the town), and thence via the Muntercombe Spur to rejoin the Bath Road between Maidenhead and Slough. This by-pass will have dual tracks 30 ft. wide.

The Maidstone by-pass (on A 20, linking London and Folkestone) will be ten miles long, running north of the town over a new Medway bridge and will have twin tracks, each 22 ft. wide.

At Staines, whose narrow streets and right-angled bridge obstruct the traffic flow on A 30 (London–Penzance), the by-pass, two miles long, will swing north from Billet Bridge to Egham Causeway. There will be a new Thames bridge, and the twin, 22-ft. carriageways will be accompanied by cycle tracks and footpaths.

I have already touched on some of the schemes nearer the heart of London. I wish I could draw a verbal picture of a closely-integrated pattern where these Metropolitan projects are concerned. They give the impression of being piecemeal rather than part of a carefully co-ordinated plan. And so far the Hyde Park Boulevard scheme has not been included in the official programme.

But let's take a quick look at some of the main London black spots that *are* down for early treatment:

ALBERT BRIDGE: Reconstruction; new bridge will be wider, with room for four traffic lanes.

STRAND: To be widened westwards from the Tivoli to Charing Cross Station.

NOTTING HILL GATE: Reconstruction of road from Kensington Palace Gardens to Ladbroke Terrace; new road to be 85 ft. wide, with four traffic lanes.

ST. GILES' CIRCUS: Part I of this scheme will consist of a gyratory system of traffic control for the junction of Oxford Street, Tottenham Court Road and Charing Cross Road.

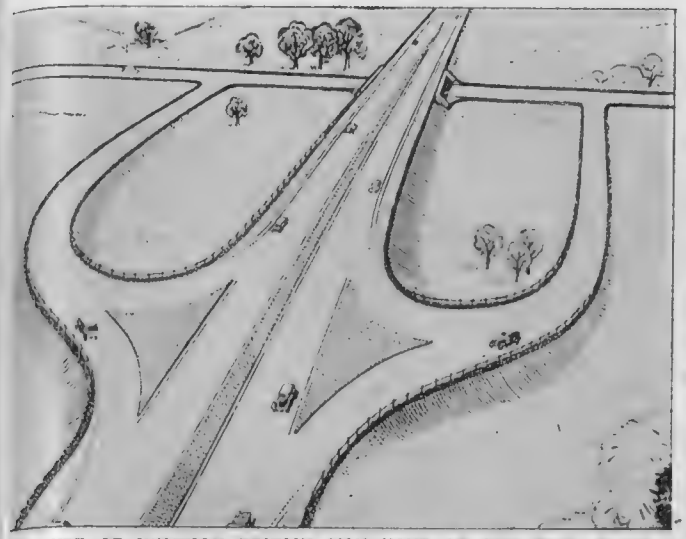
HOLBORN–KINGSWAY JUNCTION: Large roundabout to be provided; new link road east of Southampton Row; existing roads to be widened.

The British Road Federation's reaction to the Government's announcement in February was to state with quiet emphasis that the proposals fell far short of the nation's needs, brought about by years of neglect.

"The suggestion of tolls is scandalous," said the Federation's spokesman.

In his statement the Minister had said this about tolls: "To enable us to proceed as rapidly as we should like—(i.e., with the motorway projects, which

THE VISTA EVERY BRITISH MOTORIST IS WAITING FOR: This dual carriageway, free from sharp turns, traffic lights and crossings, is the New York Thru Way. Despite her modern roads America, too, is facing traffic problems.



THE TYPE OF JUNCTION BRITAIN MAY HAVE ON HER NEW ROADS: The design of Britain's junctions has not yet been settled. When this picture was issued with the announcement of the Four-Year Plan, there were protests, as with this design, cars would have to cross the line of traffic on the lower road.

A ROAD PLAN FOR BERLIN: This is a vision of the German capital in twenty years time, when road schemes, to be started in 1957, have been completed. The design is one which is now being studied.

A ROAD LINK IS PLANNED BETWEEN DEVON AND CORNWALL: Discussions are now in progress between local authorities and the Ministry of Transport for building a bridge over the Tamar. This view is toward Saltash and the Cornish side of the river. The bridge will be built a little to the right of the railway bridge.

LONDON'S ROADS ARE TO BE REORGANISED: The Elephant and Castle Junction, where six roads meet. Control at the moment is by traffic lights. Under the Four-Year Plan, a roundabout will be built.

NE OF THE WORST BOTTLENECKS IN OUTER LONDON WILL BE REMOVED: The junction of the North Circular Road and Western Avenue (A 40). It is planned to build a flyover junction for these two very busy main roads.

WHERE TWO TRUNK ROADS CONVERGE INTO ONE SINGLE CARRIAGEWAY: Traffic coming from London on the A 1 and A 40 roads converge into one stream at Page Street. The two run together for two miles. A dual carriageway will be built.

Mr. Boyd-Carpenter described as being of great magnitude and formidable cost)—the Government have in mind that tolls should be charged in suitable cases. This will enable the Exchequer to get back something on the money put up and will, of course, include provision for sharing between the Exchequer and local authorities where the latter had also put up money."

Since the war motor taxation has yielded more than £2,000,000,000 and less than £300,000,000 have been spent by the Government during this period. Motor taxation of all kinds is currently benefiting the Exchequer at the rate of about £400,000,000 a year. No one really believes that all this money should still go into a Road Fund and be earmarked exclusively for roads. What more and more people *are* saying is that a higher proportion of this motor taxation revenue should be devoted to the roads—and that there should be no question of a further imposition in the form of tolls.

The cost of collecting tolls, say the B.R.F., is prohibitive. The annual cost of collecting tolls on the north-south motorway in Lancashire, according to the Federation, would be at least £112,250.

In March the new Roads Campaign Council swings into action. It alleged that the new Road Plan was a failure already because it is too small and the time-table too slow.

"We estimate," said the Council, "that £750,000,000 needs to be spent on new roads and major improvements and we say that the annual rate must reach £75,000,000 as soon as possible."

The Council thinks a road improvement scheme of this size should be financed by a Road Loan. "If a £750,000,000 loan were raised as and when required over ten years and repaid over thirty years, the maximum annual repayments would be £45,000,000—less than one-eighth of the taxation at present levied on the roads," the Council states.

The best way of setting about this method of financing an adequate Road Plan, says the Council, would be the creation of a National Highways Authority.

However it is done, and however it is financed, Britain's road system *must* be drastically improved—with a real sense of urgency. The Government's Four-Year Plan is a promising start, but it must be presented with maximum vigour while an even more ambitious programme is drawn up to follow on. Otherwise, to quote the telling phrase used in an official report, Britain's traffic will grind slowly to a standstill.

MURDER AND MARTYRDOM

"Macbeth" with Sir Laurence Olivier and Vivien Leigh at Stratford, and Dorothy Tutin as St. Joan in Anouilh's "The Lark" in London

THE OLIVIERS IN "MACBETH": Sir Laurence Olivier has the title-role and Vivien Leigh is Lady Macbeth in the production which opened at Stratford-on-Avon last week. Mr. Glen Byam Shaw is the producer and Mr. Roger Furse designed scenery and costumes.

Until last week's production of *Macbeth*, at Stratford, Sir Laurence Olivier had not played the part of the infamous King for eighteen years. Therefore, special interest attaches to his new interpretation. Miss Vivien Leigh has never before performed as Lady Macbeth. A feature of the Stratford production is the special music, for which Mr. Antony Hopkins is responsible.

Macbeth is the second appearance of the Oliviers at the Shakespeare Memorial Theatre this year. They are Malvolio and Viola in *Twelfth Night*, produced by Sir John Gielgud, which opened the current season. The third Shakespeare play in the repertoire is *All's Well That Ends Well*. *The Merry Wives of Windsor* will be added next month and *Titus Andronicus* will be seen in August.

ST. JOAN BEFORE THE INQUISITOR: In this scene in *The Lark*, by Jean Anouilh, at the Lyric Theatre in Hammersmith, London, are, from the left—Laurence Naismith (Cauchon); Dorothy Tutin (Joan of Arc); Michael David (Brother Ladvenu); Leo McKern (The Promoter), in the background; and Michael Goodliffe (The Inquisitor). The play is translated from the French by Christopher Fry and directed by Peter Brook. Scenery and costumes are based on designs by Jean-Denis Malclès. *The Lark* draws on the same historical sources as Shaw's *St. Joan*. But whereas the English play is concerned with the rational approach to the saint, M. Anouilh gives us a mystic, whose spirit soars like the lark and is in despair in earthbound captivity. It is a skilfully-written drama, in which during the trial at Rouen the author has inserted scenes which recall the major episodes of the life of Joan. The play ends with a flashback to her greatest triumph—the coronation of the Dauphin at Rheims.

WARWICK AND JOAN OF ARC: Richard Johnson and Dorothy Tutin in Anouilh's *The Lark*.

THREE PLAYERS AT STRATFORD: In *Macbeth*, at the Shakespeare Memorial Theatre, Keith Michell (on left) plays Macduff, Trader Faulkner is Malcolm and William Devlin (right) is Ross.

THE DAUPHIN IS CROWNED: In *The Lark* are, from the left—Hazel Penwarden (Agnes Sorel); Barry MacGregor (Joan's Brother); Catherine Feller (the Young Queen); George Murcell (La Hire, standing); Alexis France (Joan's Mother); Peter Duguid (Joan's Father); Lucienne Hill (Queen Yolande); Dorothy Tutin (Joan); Laurence Naismith (Cauchon); Donald Pleasence (The Dauphin); John Gill (The Archbishop); David Bird (Beaudricourt); and Michael David (Ladvenu).

THE SUN SHINES FOR THE RICHMOND HORSE SHOW : The coaches which took part in the Coaching Marathon line up for the parade on the third and last day of the Show, which this year was favoured with generally good weather. There was a burst of applause when, as the coaches entered the arena, Princess Alice Countess of Athlone was recognised as a passenger in the Royal Horse Guard's coach, which was driven by her grandson, Lieutenant R. F. Abel Smith. The attendance throughout the three days of the Richmond Horse Show was good, and on the final day there were 10,000 people watching the events.

THE RICHMOND HORSE SHOW

Sunshine and Good Attendance Favoured This Annual Event

A COLOURFUL INTERLUDE ON THE SECOND DAY : The hounds and huntsman of the Chiddingfold Farmers' Foxhounds gallop past the Royal Box at the Richmond Horse Show. Although, at first, it seemed as if the Show would suffer from heavy rainfall as it did last year, the weather cleared.

OVER IN STYLE : Miss Anne Townsend is fourteen, riding Lady Helen Vivien Smith's Kangaroo at Richmond in the Juvenile Jumping. This event was won by twelve-year-old Miss Jenny Bullen, riding her parents' mare, Polly Flinders.

THE ELEGANT WINNERS OF THE OUTWOOD CHALLENGE TROPHY : Mr. W. T. Barton driving his hackneys Automatic and Artistic, the winners of the amateur driving marathon. On the last day, the President, the Earl of Athlone, and the Countess of Athlone presented some of the rosettes.

THE DUCHESS OF NORFOLK AND HER FAMILY AT RICHMOND : The wife of the Earl Marshal is seen with Lady Anne Fitzalan, aged sixteen, on left ; Lady Sarah, aged fifteen, second from right ; and Lady Mary, aged fourteen. They were all riding in the jumping classes.

BUSINESS EFFICIENCY IN THE GRAND HALL AT OLYMPIA : A general view of the Exhibition, which is believed to have been the biggest display of office equipment in the world. One of the most prominent features was the large number of calculating machines of many different types which are now available on the market.

A CHEAPER "BRAIN" FOR THE PAYROLL : Lieut.-General Sir Ronald Weeks (centre), Chairman of Vickers Ltd., examines the Powers-Samas Programme Controlled Computer. On the right is Colonel A. T. Maxwell, Chairman of Powers-Samas and on the left, Major E. J. Guttridge, head of the Electronic Computer Laboratory of Vickers Armstrong, at Crayford. The "electronic brain" shown here sells at £13,000, is one of the cheapest and well within the reach of many firms. It can deal with payroll calculations at the rate of two employees a second.

THE HOME NEWS IN PICTURES

A PICTORIAL SURVEY OF RECENT EVENTS IN LONDON AND THE COUNTIES

AN EXPLOSION IN THE HOME COUNTIES : Workers sweep up the debris distributed by a violent explosion at a paint factory in Oxford Avenue, Slough, last week. Two people were injured in the explosion which was heard over three miles away. The factory is on the Slough Trading Estate and many other factories near by suffered damage estimated at £50,000. Fifty firemen with ten engines fought the fire which followed.

A HORSE-AMBULANCE FOR TANGIER : The ambulance, specially designed for the P.D.S.A., is seen receiving the finishing touches at the East London yard of J. M. Cross Ltd., the coachbuilders. The interior of the ambulance is specially adapted for horses, donkeys and mules, the three types of animal most likely to be dealt with by the P.D.S.A. in Tangier.

A COLLISION ON THE THAMES : The collier *Ferranti*, belonging to the British Electricity Authority, wallows in the river after being in collision with the United States cargo-ship *American Jurist*, near Grays, Essex. The 1,300-ton collier was London bound with 2,000 tons of coal for a Thames-side power station when the collision occurred. She sank at the forward end, with her stern still above water. No member of the *Ferranti's* crew was injured. Later, tugs managed to beach the partly submerged collier.

BUGANDA DELEGATION GO TO THE COLONIAL OFFICE : In the centre of this group of members of the Buganda Lukiko is the sister of the deposed Kabaka, Princess Nadagire, and on her left is the leader of the mission, Mr. Latimer Mpagi, the Treasurer of Buganda. The delegation presented a letter to Mr. Lennox-Boyd, the Colonial Secretary, on the return of the Kabaka. The Colonial Office said that a further meeting would be held.

COMMEMORATING THE TWELFTH CENTENARY OF THE MARTYRDOM OF ST. BONIFACE, THE ENGLISH SAINT AND APOSTLE OF GERMANY : The Bishop of Exeter, the Right Rev. R. C. Mortimer (on the left, behind the crucifer), and the Bishop of Crediton, the Right Rev. W. A. E. Westall, lead a pilgrimage from Exeter to Crediton, the birthplace of St. Boniface. They are seen walking through the village of Newton St. Cyres. Special services were also held in Exeter Cathedral where the many visitors included Bishop Otto Dibelius of Berlin. St. Boniface was martyred by pagans near Dokkum, in Frisia, in 755.

N APPEAL TO SAVE THE LAST SQUARE-RIGGER: The old square-rigged ship *Cap Pilar* lying derelict at Wivenhoe, in Essex. An appeal for £25,000 has now been launched to restore the old ship to her former glory and to get her sailing once again. If the appeal is successful,' it is planned that the *Cap Pilar* should sail around the country, visiting yacht clubs to give members an opportunity of manning an old-time sailing ship. It is also hoped to provide training facilities for Sea Scouts and other youth organisations.

THE QUEEN MOTHER OPENS A MUSEUM OF COSTUME : Queen Elizabeth the Queen Mother is seen with Mrs. Doris Langley Moore in one of the salons of the New Museum of Costume at Eridge Castle, Tunbridge Wells, in Kent. The Museum has been compiled by Mrs. Langley Moore, and the fashions range from the 18th century to the present.

DISABLED BELGIAN EX-SERVICEMEN VISIT ENGLAND : Four of a party of seventy-five disabled ex-Servicemen, heavily laden with medals, are seen as they board a coach for a specially arranged excursion around London. The men, who were accompanied by twenty-five drivers of L'Oeuvre Royal des Automobiles Pour Invalides de Guerre (the Royal Automobile Institution for Disabled Ex-Servicemen), were on a three-day visit to this country.

A NEW CHURCH ON A NEW ESTATE AT WYBOURN, SHEFFIELD : This Roman Catholic church, the first church to be built on the new estate, is the first in the world to be named Our Lady, Queen of Heaven. The Feast of Our Lady, Queen of Heaven was proclaimed by the Pope earlier this year to be celebrated on May 31, but the Roman Catholic Bishop of Leeds, Dr. J. C. N. Heenan, was unable to open the church on that day and it was opened instead on June 3, within the octave. The church cost about £17,000 and seats 375 people.

The Sphere of Travel

LITTLE-KNOWN CORNERS OF SCOTLAND AND IRELAND

North of the Border there are Galloway and the Isle of Arran; Across the Irish Sea, in Ulster, there are the Counties of Londonderry and Tyrone; and in Eire, the County of Wexford

By GORDON COOPER

DESPITE Scotland's popularity with holidaymakers, there are several attractive corners which are still little known—except to the Scots—and offer appeal to those who seek to escape from the crowds. Take Galloway, for instance, the ancient title for the counties of Wigtownshire and Kirkcudbrightshire.

All Galloway is delightful. Its varied coast, its wild moorlands, its old-fashioned villages, its historic past and its legends, all offer scope for tramping and peaceful motor excursions. Here you find an air of simple beauty and quiet prosperity.

Many are the enchanted corners of Galloway. The coast roads are especially full of fascination; either along the south by Hestan Island and the ruined abbey of Dundrennan, where Mary, Queen of Scots, said her last sad farewell to Scotland; or by the west, past Turnberry, early home of the Bruce, and Gamesloup, scene of the ancient ballad of May Collean.

If you take the hill-road inland from Newton Stewart—the road where the old Free Traders drove their pack-horses—you will come to one of the fairest lochs in Scotland, Loch Trool. Here is a mirror of cool, clear water, encircled by silent hills and wooded to the shore. Even now, he is an intrepid traveller who penetrates to the inmost recesses of the Gallovidian hinterland; towards the Wolf's Slock and the Dungeon of Buchan and dark Neldricken, with its legendary Murder Hole. There lies the secret of Grey Galloway.

Galloway lives in literature by the extraordinary grip which it has always held on the imaginations of great writers. R. L. Stevenson wrote of the grim cliffs of the Mull in his ballad, "The Secret of the Heather Ale." Borgue, that home of ancient smugglers, is the original setting of *The Master of Ballantrae*.

Scott, too, found romance here. Much of the action of *Redgauntlet* takes place upon the Solway coast, while near Gatehouse of Fleet, which Scott in *Guy Mannering* calls Kippletringan, you may still see the reputed cave of that fictional smuggler, Dirk Hatteraick.

But of all the names in Gallovidian literature, that of S. R. Crockett shines the brightest. He knew every inch of Galloway, and in many romantic novels has vividly painted both its ruggedness and its gentler charms. If you want a breathless story of the old smuggling days, read *The Raiders*, and take it with you on your journey, for it pictures this wild countryside as no other book has done.

The story of this south-western corner of Scotland is a stormy chronicle of civil and religious strife. Many castles tell of desperate fights and fierce encounters. But the darkest and yet the bravest page in this land's story concerns the religious persecutions of "the killing time." The Scottish Covenanters were the bravest of the brave; in the rocky glens they held their conventicles in defiance of cruel laws. Hundreds died for their faith; their blood stained the heather and the moss-hags. At Wigtown you will see the spot where two brave women suffered for the Covenant,

Within the sea, tied to a stake,
They suffered for Christ Jesus' sake.

The rough stones that are found in the heather mark the graves of the martyrs who were shot for their faith by Claverhouse's dragoons, and it was the man whom Scott calls "Old Mortality" who sought out and restored as many as he could find, wandering among the lonely moors, "where about the graves of the martyrs the whaups are crying . . ."

Pleasant bases in which to stay include Kirkcudbright (Selkirk Arms). This is a town with an artists' colony whose members set up easels in wide streets of gaily-painted old houses. Then there are Newton Stewart, a typical little burgh whose main street is never more than a few yards from the River Cree; Castle Douglas, bustling headquarters of a farming community with a beautiful loch on its outskirts; and, on the eastern border, the Southwick House Hotel—a country-house hotel, lying near the sea-coast and sixteen miles from Dumfries, which is a main-line railway halt and within eight hours of London. This establishment is an Ashley Courtenay recommendation.

THE HARBOUR AT KIRKCUDBRIGHT, ON THE ESTUARY OF THE RIVER DEE: Formed by Kirkcudbright Bay, it is said to be the largest and safest harbour in the south of Scotland. Kirkcudbright is a pleasant base in which to stay for those who wish to explore "the enchanted corners of Galloway." In the Royal burgh itself are the ruins of the castle of the M'Clellans, and traces of the old castle of the Lords of Galloway.

Now I bring you to Arran, an enchanted island lying off the coast of Ayrshire, in the Firth of Clyde. While well known to Glaswegians, it certainly merits a wider appeal. Its size is just right, for its 60-mile coast-line encloses only 165 square miles. But in this comparatively small area you can find an epitome of Scottish scenery.

To the north of the island are great mountains, rippling burns, and lonely moors. In the softer south it is flatter and there are open grey-green stretches of the moors. Here and there are corners of quite rich pastoral country and even, rather surprisingly, little nooks with tropical vegetation. Palms, indeed, grow out of doors and sugar-pink and blue hydrangeas bloom.

One of the major charms of Arran is its flowers. They blossom at every cottage door, crimson fuchsias and roses galore. Then the more sheltered roads are often lined with rhododendrons, presenting a marvellous display in early summer. But, for me, the outstanding picture is provided by the golden broom and the heather on the mountainside and moor. They act as a magnet and tempt me to return to the island.

There are no towns on the island, unless local pride cares to insist that Brodick, Lamlash and Whiting Bay rank as such. They are, however, little more than big villages, many of the houses being private hotels and guest-houses—and how homely the atmosphere and excellent the food found in such places. There are also licensed hotels, the main centre being Brodick. Then at various spots around the coastline are smaller villages, often mere clusters of cottages beneath towering mountain peaks. Each of these places has somewhere in which you can stay, and I don't think it matters where you go, for everywhere is delightful.

There is one main road encircling the island, following the coast for most of the way, but there are a couple of roads that cross Arran. There is much to interest geologists. At a number of places on the shore there are huge crags of fallen rocks of old red sandstone, dating from the Palæozoic Age. At other places the crags of stone are of a new red sandstone, indicating comparative youth—say, a good few thousand years younger than the older variety. Other holiday interests include golf, tennis, bathing, boating and fishing, while there is Goat Fell (2,866 ft.) that should be climbed. The panoramic view on a clear day from the summit is most rewarding.

WHERE MARY, QUEEN OF SCOTS, SAID HER LAST SAD FAREWELL TO SCOTLAND: The ruined Abbey of Dundrennan, in Kirkcudbrightshire, which was founded in 1142.

Across the Irish Sea lies Ulster, with its wonderfully varied landscape. Here the visitor will find a wealth of beauty and delight. A year ago in these pages I mentioned the Mourne Mountains. Now I take you to two counties in the far west of Northern Ireland: Londonderry of historic fame, and Tyrone, a sportsman's paradise. Geographically these two counties are a unity. A large part of their combined area is covered by a wide and solitary expanse of heather-clad hills, called the Sperrin Mountains. These continue right down to the southern border, where Tyrone meets Fermanagh. Few people know much about the Sperrins, yet I always think this district to be one of the most lovely in Ireland; so you, too, can be a discoverer. Certainly, for fishing, you cannot do better than go there; and if you travel by car, you will find many little roads crossing the hills. If you are one who delights in tramping, the purple heather offers much satisfaction.

Over the border and to the south-east corner of Ireland is the county of Wexford. Its name comes from the Danish *Weis fiord*. Its history has been a varied one. As a result, Wexford, the capital, seems more like a foreign town than any other in the country. There is an air of antiquity hanging over its narrow streets and crushed-up buildings. County Wexford, a gently-rolling green countryside, broken by fuchsia-lined lanes, stone walls and thatched cottages, suggests a typical English scene, especially one of southern England. It is often called the "Garden of Ireland," but it has also another title, the "Normandy of Ireland"—probably because of the Norman landings which changed its history for many centuries.

There are three places of peculiar interest in Co Wexford which merit special mention: the Saltee Islands, the barony of Forth, and the buried city of Old Bannow. The Saltee Islands, lying five miles off the southern coast, are on one of the great lines of bird migration. Great Saltee, a bird sanctuary, is remarkable in this respect, for a large variety of birds visit the place, and many of them nest there. An authoritative estimate places their numbers at around 3,000,000, and, like Lundy, it is a favourite haunt of those delightful birds, the puffins.

The barony of Forth is inhabited by a race of people very different from the rest of Ireland in habits and appearance. It is believed that the district was colonised in the twelfth century by Strongbow, the second Earl of Pembroke, with settlers from Wales. In modern parlance, this area had its former population "evacuated," and the new settlers installed in their place. While the curious dialect is gradually disappearing under modern influences, it is still sometimes noticeable.

Bannow Bay was where the Normans' ships first beached. Their original settlement has now been swallowed up and lost in the sands of this eroded coast. What was once a town of considerable importance is now buried under the sand and sea, and only the old church, perched on a hill, remains as a survival of its former glory.

LITTLE-KNOWN CORNERS OF SCOTLAND AND IRELAND

On left— **"ONE OF THE FAIREST LOCHS IN SCOTLAND": This is Gordon Cooper's description of Loch Trool, in Kirkcudbrightshire. It is situated 13 miles to the north of Newton Stewart, at the foot of Merrick (2,764 ft.), the highest mountain in the south of Scotland. Mr. Cooper records: "here is a mirror of cool, clear water, encircled by silent hills and wooded to the shore." *Below*— Visitors are seen at the Bruce Stone overlooking the loch.**

ACROSS THE FIRTH OF CLYDE TO THE ISLE OF ARRAN: Mist-covered Goat Fell (2,866 ft.) is seen from Brodick Bay. Steamers link the island, the largest in the Firth of Clyde, with the mainland. In the big villages many of the houses are private hotels and guest-houses.

THE RIVER CREE AT NEWTON STEWART, IN WIGTOWNSHIRE: This is "a typical little burgh whose main street is never more than a few yards from the river." Newton Stewart is situated in the heart of Galloway.

A NARROW LANE THROUGH COUNTY TYRONE, IN NORTHERN IRELAND: This is a view of the Glenelly Valley, in the heather-clad Sperrin Mountains, in County Tyrone. *On right*—Shipquay Street, Londonderry, with the tower of the modern Guildhall in the background; close by are parts of the ancient walls. An annual event of tourist interest in the City of Londonderry is the commemoration on August 12 of the siege of 1689.

The World of Books—By VERNON FANE

STALIN'S RUSSIA AND AFTER

Harrison Salisbury Reviews the Soviet Scene; "a Terrible Document" by an Anonymous Woman in Berlin; and Other New Publications, Including Several Novels

MR. HARRISON SALISBURY'S book on Russia is based on his wartime experiences there, and his five years as Moscow correspondent for the *New York Times*, from 1949 to 1954. In his foreword to STALIN'S RUSSIA AND AFTER (Macmillan. 21s.) Mr. Salisbury quotes that excellent dictum of Paul Winterton's, that "There are no experts on Russia—only varying degrees of ignorance," and he says for himself that he "deeply mistrusts any man who suggests he has all the answers to a question so complex as Russia." As for himself, he gives the reader a picture of the changes in the present-day life of the ordinary man and woman in Soviet Russia, whether in country, in city or in the bleakest distances; achieves portraits of the present leaders of Soviet policy and an all-over view—in so much as it is possible—of the new trends.

Malenkov, Beria, Khruschev and Zhukov inherited Stalin's power between them: two years later only Khruschev and Zhukov are left. Mr. Salisbury risks no predictions as to who will be the next to go, except to recall that maxim of Napoleon (beloved of Stalin) that God was on the side of the big battalions.

A WOMAN IN BERLIN (Secker and Warburg. 15s.) has been written by an anonymous author and is, in fact, her journal, kept partly in code and partly in shorthand, of the eight weeks after the fall of Berlin in 1945, and the arrival of the conquering Russians. It is a terrible document, candid, amazingly objective in the circumstances, horrifying and, there is good reason to suppose, authentic.

From this nightmare of recent history to the suavity and lucid elegance of a book of essays by Sir Lewis Namier, who has been described as one of the first historians of our age. PERSONALITIES AND POWERS (Hamish Hamilton. 15s.) deals with subjects as varied as eighteenth-century country gentlemen in parliament, diplomacy between the two wars, monarchy and the party system, and the personality of George III, who "did not understand the nature and depth of his tragedy." It is extremely scholarly and, at the same time, stimulating reading.

Mr. Henry Field is an American anthropologist who came to live in England as a boy, about forty years ago, joined in his first serious "dig" in Mesopotamia in the '20's, and thereafter travelled all over the world, organising expeditions and protecting some of the frailer finds for posterity. In THE TRACK OF MAN (Peter Davies. 21s.) Dr. Field writes of his learned and yet adventurous life, such distinguished figures as Lawrence of Arabia, Ibn Saud, the Abbé Breuil and Gertrude Bell, and of the Field Museum of Natural History in Chicago, with which his own work has been so much identified.

There is such a magnificent variety of novels for your attention that I think it fairest to mention as many of them as possible in this space, giving some indication of the quality, the scope and the setting of each so that everyone may make their own choice—or library list. First, some English novels of the contemporary scene, although not necessarily set in England itself. NATTY TILER (Museum Press. 9s. 6d.) is the exception to this, for Miss Caroline Ramsden writes of that most English of institutions, racing, and brings to her subject an enviable knowledge and a style that is bright without being tiresomely breezy. I found this tale of Newmarket, jockeys, owners, horses and still more horses both likeable and entertaining, and its romantic overtones very deftly handled.

THE UNSUITABLE ENGLISHMAN (Collins. 10s. 6d.), a novel by Mr. Desmond Stewart, is set in the imaginary Middle Eastern country of Media, and the gentleman in question, in the eyes of the local British colony, lets the side down by taking a job as chauffeur to a Median. The situation, which should have been treated as a comedy, is far more significant than that, for here is an author who knows his Middle East well, has lived there for the past seven years, and has an agreeably subtle way of presenting its political undercurrents.

Major Sacha Carnegie writes about British troops in the Malayan campaign, and again this is an instance of an author dealing with a matter he knows and understands so that, while he may call on his imagination to suggest the emotions and feelings of his characters, he is writing of familiar experiences, none the less real for fluctuating, like every wartime record, between deadly danger and deadly tedium. SUNSET IN THE EAST (Peter Davies. 12s. 6d.) is very good stuff; a soldier's book which soldiers will appreciate.

THE PARIS EXHIBITION OF PICASSO'S ART: Alice B. Toklas, who, with Gertrude Stein, encouraged Picasso in the early days of his career, stands in front of two of his works, "Birds' Cage," 1923 (left) and "Mandoline and Guitar," 1924, at the opening of the Picasso Exhibition at the Musée des Arts Décoratifs. With more than 140 paintings on show, it is the biggest Picasso exhibition since the war.

The author of *The Sea Shall Not Have Them*, Mr. John Harris, has written his new novel about Englishmen in a West African colony, in the kind of climate and surroundings of which the Colonial Office wrote mildly: "People who do not like spending any time alone or who are dependent on amusements not of their own making are unsuited to a country like Sierra Leone." THE CLAWS OF MERCY (Hurst and Blackett. 10s. 6d.) would have been a good story about human relationships even in a less exotic frame, but it probably gains from the heat and tension of the atmosphere that Mr. Harris has reproduced so effectively.

The next two books come from the United States, beginning with Mr. Keith Botsford's first novel, MASTER RACE (Wingate. 12s. 6d.), which is concerned with Germany in the immediately post-war phase, and the problems confronting good or venal people in that period when the smell of defeat was very heavy in the German air and such characters as the American soldiers in this story were discovering the real meaning of conquest.

TRIAL (Deutsch. 12s. 6d.), by Mr. Don M. Mankiewicz, has won an important American literary prize for reasons which are evident on both sides of the Atlantic. This is the story of a Mexican boy charged with the attempted rape and murder of a girl, and defended by an American lawyer who does not at first realise that the defence is being organised and financed not in order to save the boy, but as a highly publicised means of Communist propaganda. Powerful, and quite alarming in its implications.

French, Irish, German and Italian: it is difficult to see how fiction could have a more international aspect than in this year of grace. First of all, M. Pierre Boulle's novel, WILLIAM CONRAD (Secker and Warburg. 10s. 6d.), which has been translated by Mr. Xan Fielding, and which is a small masterpiece of French irony and a wonderfully back-handed tribute to some aspects of the English ethos.

Mr. Benedict Kiely's study of religious life, THERE WAS AN ANCIENT HOUSE (Methuen. 12s. 6d.), traces the novitiates of two men in a holy order, and does it with compassion and with a good deal of intellectual vigour.

YOUNG TORLESS (Secker and Warburg. 12s. 6d.) was published first nearly fifty years ago in Germany, and is here translated from Robert Musil's original by Eithne Wilkins and Ernst Kaiser. When this story of a boy's experiences at a semi-military boarding school first appeared, it had, for reasons which a reader may easily understand, repercussions on the educational system of the time.

DEVIL BY THE TAIL (Chatto and Windus. 12s. 6d.), by M. Rocco Fumento, is an imaginative novel which veers between the witty and the melancholy, and is concerned with a small town in the south of Italy, and an old man, once revered by his neighbours, who gradually becomes a menace and the focus of every death wish in the community.

And as for adventure, detection and crime, here are some recommended titles for your notice. Mr. Michael Gilbert's SKY HIGH (Hodder and Stoughton. 10s. 6d.), is the latest novel by an author who has a peculiarly happy gift for creating character as well as that kind of ingeniously complicated situation which is required in thrillers. Setting: not a million miles from Aldershot and Camberley. Action: very well sustained.

RED PAWNS (Eyre and Spottiswoode. 9s. 6d.) should not be missed, either. Mr. George Griswold writes about spies and counter-espionage in the Lebanon of these days, and makes it exciting business.

THE DOORS OF SLEEP (Hodder and Stoughton 9s. 6d.) may be a misleading, drowsy title, for this crime story of Mr. Thurman Warriner's has some spine-chilling moments—one in particular—and puts its author well up on the list of Musts for the connoisseur in crime fiction.

THE CHINESE BED MYSTERIES (Reinhardt. 9s. 6d.) is, or are, the work of an Australian writer Mr. A. E. Martin, whose own career in a series of unconventional jobs might make a good story in itself. Against a background of steaming heat in a Queensland town we see a collection of oddities—the fat man, the bearded lady and her tattooed colleague—and a murder among the freaks that makes fairly chilly reading, whatever the weather.

In **A HISTORY OF FORTIFICATION** (Heinemann. 30s.), *Sydney Toy describes fortifications in many countries from* 3000 B.C. *to* A.D. 1700. *There are* 200 *illustrations.*

In **THE STORY OF CLOTHES** (Faber. 12s. 6d.), *Agnes Allen traces the development of clothing from the earliest days. Jack Allen has assisted the author with the drawings.*

A HORSEMAN THROUGH SIX REIGNS (Odhams Press. 15s.), *by Horace Smith, is the title of an illustrated volume of Reminiscences of a Royal Riding Master.*

LA CUCINA (Cresset Press. 18s.) *is a book of Italian Cooking by Rose L. Sorce. In addition to much information there are more than* 700 *recipes.*

THE NEW D'ARTAGNAN?

A Biography of Pierre Mendès-France

France has always sought heroes and heroines, and has usually found them at the right time, often when affairs seemed perilously near to disaster. Joan of Arc drove the English from pillar to post, raised sieges and led her King to his Coronation through the heart of a semi-hostile land. Napoleon I, who only just failed to grasp the unparalleled opportunities presented to him by the years following the French Revolution, provides the other most notable case. But there are many others. It may well be that history will number among them Pierre Mendès-France, that dynamic politician who in midsummer 1954 became France's fourteenth Prime Minister since the war.

In MR. FRANCE (Jarrolds. 16s.), Donald McCormick has written an excellent interim biography of this man who has already accomplished so much, winning wide support throughout the country and far beyond the bounds of political allegiances. Whether political frustration or a new lease of opportunity await M. Mendès-France in the immediate future remains to be seen. The true stature of the man is not to be assessed at this juncture, but Mr. McCormick, an ardent Francophil, with quite a fair knowledge of French institutions, both home and colonial, makes a strong case for his hero with the d'Artagnan touch, this child of Paris, who was born in the Marché du Temple, that area which still retains its unique character, a potpourri of Soho, Whitechapel and Brooklyn. The fact that Mendès-France has a new prescription for France in an age when the old political systems are worked out seems beyond doubt. We must await the unfolding of history.

An anthology of women ancient and modern, but all of them ladies who put their best foot forward after the age of forty, has been compiled by Peter de Morny. He calls it THE BEST YEARS OF THEIR LIVES (Centaur Press. 15s.). Woman's successful defiance of time is indeed a fascinating theme, and Mr. de Morny handles it with knowledge and zest. From the annals of the Court he takes Diane de Poitiers, that not so young lady of the sixteenth century, who cared for one of the Royal children of Francis I of France after the death of his Queen, and cared for him so much that she eventually became his mistress, his trusted confidante, and a mighty influence upon the affairs of State. Madame de Staël and Madame Récamier represent the salon, Florence Nightingale the world of medicine, and from the realm of religion there is a strange quartette in Teresa of Avila, Elizabeth Fry, Mary Baker Eddy and Annie Besant. The late flowering of George Sand and George Eliot marked the literary scene in the nineteenth century, while Ellen Terry and Sarah Bernhardt bridged two centuries in making their massive contributions to the stage. Mr. de Morny has created his own opportunity with this diverting anthology, and his lively biographical portraits are indeed a delight.

There was a time when malefactors found their salvation in international frontiers, and the fear of extradition hardly loomed large while it was comparatively easy to escape untraced. To-day, people everywhere are becoming aware of a remarkable world-wide network with its headquarters in Paris. This is the International Police Commission, Interpol for short, the terror of drug traffickers, smugglers, black and white slavers, forgers, blackmailers, bigamists, and, in fact, the whole furtive, shifting riff-raff that has in past times been beyond the reach of the national police forces. In INTERPOL (Allan Wingate. 12s. 6d.) A. J. Forrest describes this world spearhead of police intelligence, revealing how skilfully it operates against the many, various, and for the most part intelligent offenders against the common law.

William Addison has toured England in the steps of Charles Dickens, identifying places mentioned in the novels, examining disputed claims, and generally re-creating the Dickensian scene. This is a scholarly and entertaining work largely for those who are close students of Dickens, but IN THE STEPS OF CHARLES DICKENS (Rich and Cowan. 15s.) has high entertainment value. No one should be deterred even by the figure upon the dust-jacket, which, for one brief moment of lapse, was identified by this reviewer as a bearded Emlyn Williams.

David Wilson Fletcher has written a most excellent account of life in the Himalayan foothills in THE CHILDREN OF KANCHENJUNGA (Constable. 18s.). He tells of the planters' routine in a remote tea plantation in this strangely romantic land, and the simplicity of his narrative adds enormously to the effect.

RUSSIAN WIFE GOES WEST (Gollancz. 16s.) is Tanya Matthews' sequel to her very excellent *Russian Child and Russian Wife*. Mrs. Matthews writes in a vivid and spirited manner of the Western world into which she has been received. She came as an astonished new-comer to enjoy a rousing welcome, but the path has not been all smooth by any means, and she tells in this new volume of the growing suspicion she has had to face at the hands of American officialdom. Mrs. Matthews is now living happily in England, that traditional sanctuary.

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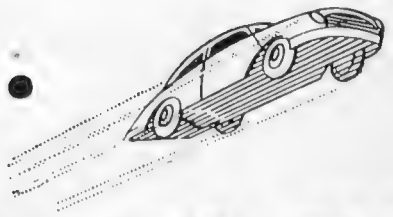

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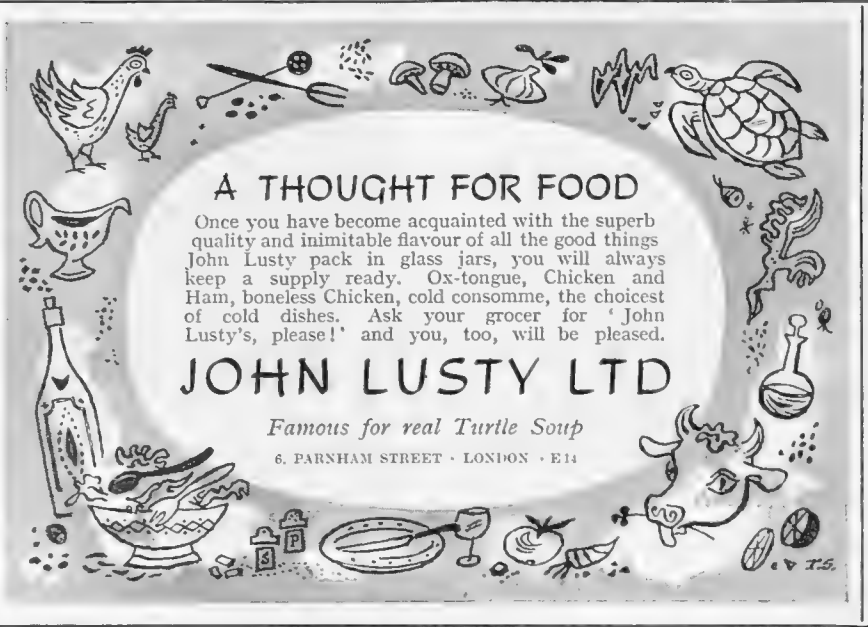

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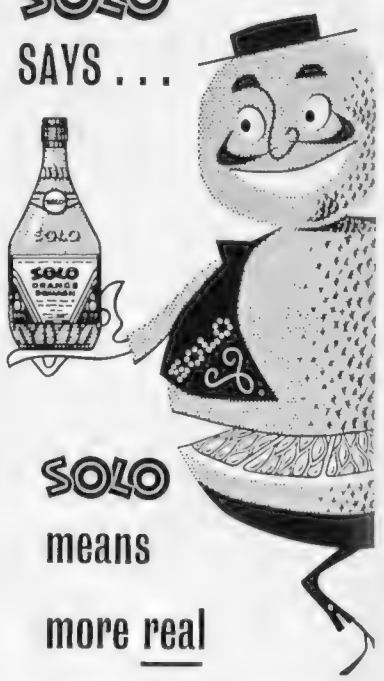

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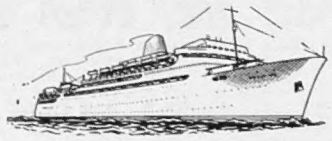

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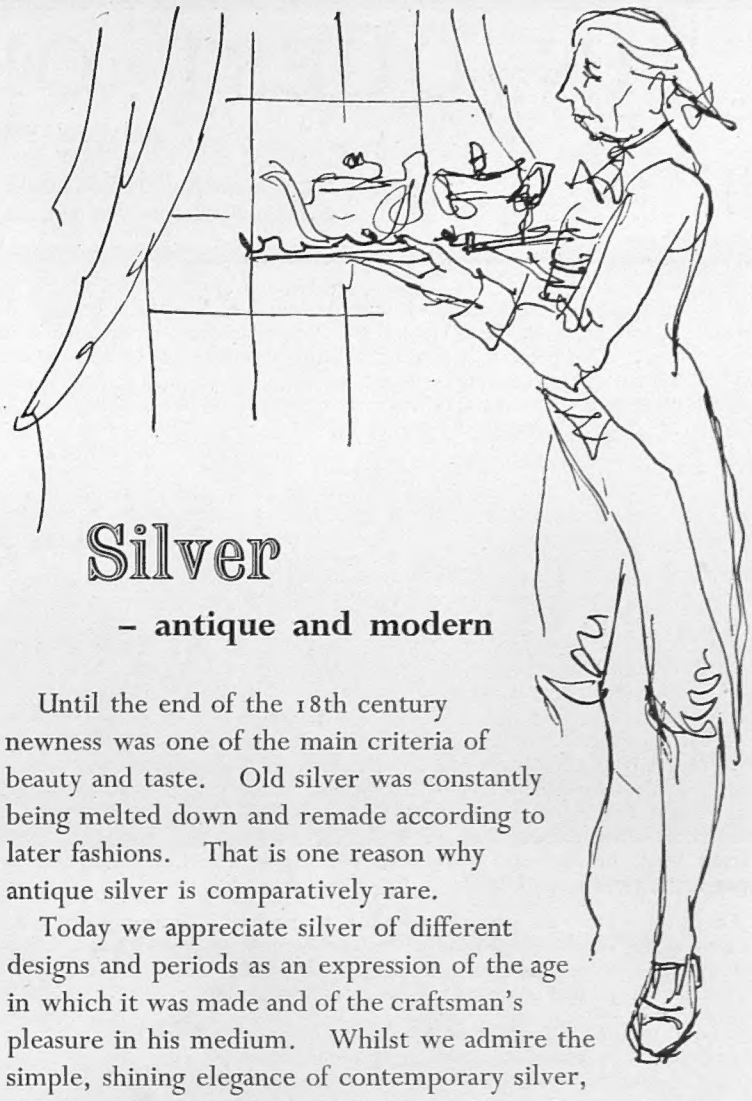

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ADVICE BY ASHLEY COURTENAY

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THE Isle of Wight is a land of varied delights, and each time I return from Yarmouth, in West Wight, to Lymington, in Hampshire, I reflect on its charm. The pity of it is that it enjoys such a short holiday season. Comparatively few hotels remain open all the year round . . . some open at Easter, and others as late as Whitsuntide, yet all would be glad to prolong their season if public demand justified it.

As a consequence my wife and I had the Island much to ourselves in May, and were able to appreciate all the more the round summit of Boniface Down, the sharp, white pinnacles of the Needles, the rich vegetation around Ventnor and Niton, and the golden sands of Sandown and Shanklin.

Make a note of the Isle of Wight for a holiday in the springtime of 1956, or, better still, go over and spy out the land in the autumn of this year.

For those of epicurian tastes, Pitt House Country Club, on the hillside above Bembridge, is a *must*. Lobster Mornay (freshly caught that morning) and luscious strawberries straight from the 5-acre grounds were the high spots of a delectable meal, the whole fortified by appropriate wine. Our bedroom, decorated in a shade of pastel green, was a fitting complement to a perfect evening. Not only are Mr. and Mrs. J. N. Clegg intensely interested in good food and wine, but to stroll around their grounds is to realise that they have a head gardener who knows how to put the soil outdoors—and under glass—to intensive use. Last year the garden provided 50 per cent. of fresh fruit, flowers and vegetables for use in the Club, and this year a 75 per cent. yield is expected.

An hotel which we are always glad to revisit is Farringford, once the home of Lord Tennyson, outside Freshwater. A gracious house, where Mr. Skeet-Smith receives his guests in such a charming manner that one is made to feel that they keep open all the year just on the chance of your coming in.

A good deal of redecoration has been carried out since our last visit, and we noticed that other visitors commented—as we did—on the pleasant cocktail lounge with its bleached, natural wood panelling. Luncheon here was, as always, nicely cooked and served, and the set menu, as well as the *à la carte* menu, offered plenty of choice.

One thing in particular which has always struck me about Farringford is their "generous" outlook. The central-heating is put on, irrespective of month, if there is the slightest need, and though 1954 may be a year we would rather not remember, the central-heating was in use during June last year.

"High Jinks" were in progress when we drove up to the Royal Spithead Hotel at Bembridge, for the owners—Mr. and Mrs. Charles Selwyn—were giving a children's party, and there is no doubt what the answer would have been if these youthful guests had been asked to name "the best hotel on the Island."

The Selwyns have always maintained that The Royal Spithead is essentially a family holiday hotel, and rather than put good money into expensive, thick carpets, which children and dogs would quickly ruin, they have concentrated on putting more into their food (first-class home cooking) and less on the bill.

Sandown and Shanklin are almost twins these days, and I hold impartial views on which I would choose to stay in. They are both privileged resorts when it comes to discussing sunshine records. In either place many people prefer to be on the cliff face than at its foot, and I have a ready-made answer for you in each town.

Whoever built and designed The Royal Cliff Hotel at Sandown chose well, for from many of the rooms and from the grounds, are uninterrupted views of seascape and cliff face, yet through a private gate one can be on the sands and in the sea in a matter of seconds. The resident owners, Mr. and Mrs. P. H. Carter, have not been there many years, but have every reason to be pleased with the goodwill they have created among grateful visitors.

In Shanklin we paid a visit to an old favourite, Medehamstede, which has now been under the personal control of Mr. and Mrs. C. G. Crawley for over thirty years. Its white-faced exterior gleamed like a freshly painted liner in the May sunshine. Its colourful gardens, which always interest garden lovers, and the unusual flowering shrubs and plants to be found, are pointers to all chance hotel seekers thereabouts that good management is at work within. As a family holiday hotel, Medehamstede Hotel, Shanklin, is "right in the van."

It was good news to hear that another old family holiday favourite, Shanklin Towers Hotel, tucked away in its own grounds behind the theatre, was now fully reopened again. During the war it suffered badly from enemy action, but now not only has it been rebuilt, but it is still under the personal and interested direction of the Gould family. Our bedroom, in the newly-built west wing, was bright and clean, and had extensive views over sea and town. Our dinner was well cooked and served and later, in conversation with one couple staying there, it transpired that they had been to Shanklin Towers every year for the last thirty years . . . war years excepted!

Cowes is still, in spite of the Diesel oil era, associated with sail, but we were to discover that those who hardly know port from starboard visit Cowes for a meal at the famous Gloster Hotel. So far as this landmark of Cowes is concerned, it has a fifty-two-weeks season, for Mr. and Mrs. S. J. Ireland are experienced hoteliers and restaurateurs, and their menus offer such a wide and varied choice that the inexperienced may well wonder how they can afford to maintain such a consistently high standard.

Next time we visit the Isle of Wight we shall try to stay at the Gloster, to enjoy more fully what it has to offer.

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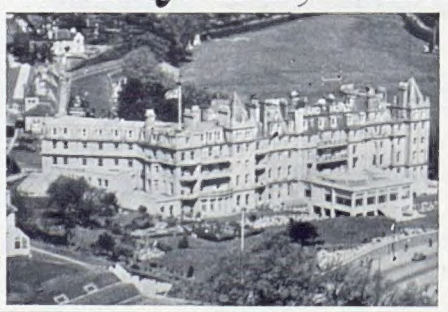

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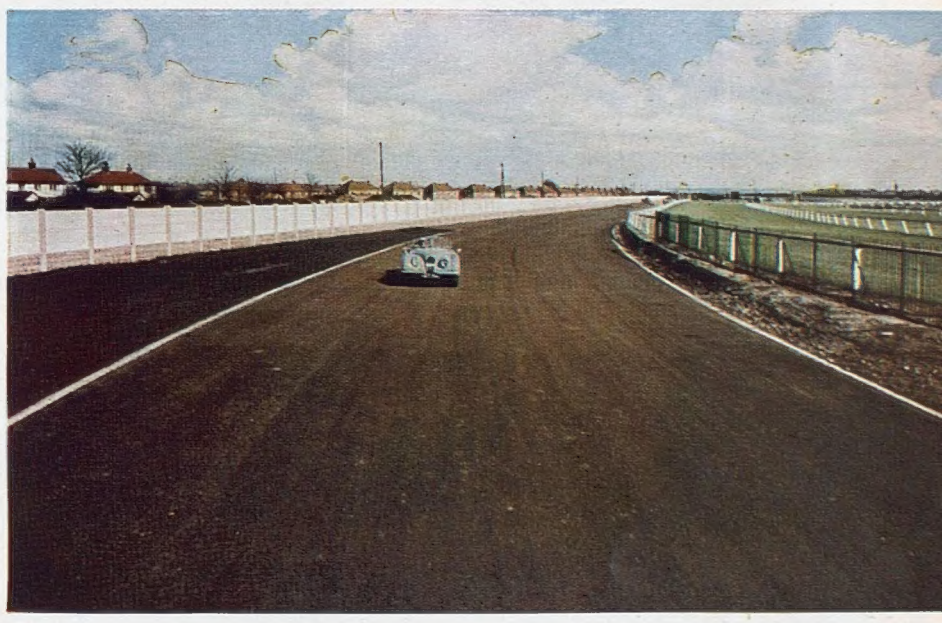
Colour photographs by J. F. Harper



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SCHWEPPSYLVANIAN ALBUM TAKEN ON VACATION

ABROAD

MOOSE CREEK

AT HOME

NEW SCHWEPPSICO

FAIRLY NATIVE ISLAND

EDINBURGH SCHWEPPSIVAL

GULF OF TOUGH-GOING

Who would think, to look at the absolutely ordinary *Schweppsylvanian* at home (*centre*) that he could be equally utterly ordinary, in fact a true Schweppsopolitan, everywhere else, impossible to spot in the capitals of the Western World (*top left*) where, as he points out, everybody dresses like everybody else anyhow. He is equally one of the people in the outlying playgrounds of Schweppsylvania itself, so that, as it is easy to see, he is at home all over, never giving away the fact that he is not a true native, not to say actually aboriginal, and leaving no unpleasant impression that he is on holiday, still less suggesting, by hint or implication, that he is there to enjoy himself.

Devised by Stephen Potter, drawn by Loudon Sainthill

SCHWEPPERVESCENCE LASTS THE WHOLE DRINK THROUGH

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